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Old Malt Scotch Whiskies 14.40

A. S. WATSON & CO.
LIMITED.

THE HONGKONG DISPENSARY

BIRTH.

On the 2nd August, at Shanghai, the wife of L.

MARRIAGES.

On the 29th July, at Ichigaya, Tokyo, in the
presence of G. H. Saito, Deputy Consul-
General of the United States, by the Rev.
William Imbrie, D.D., assisted by the father of
the bride, CHARLES SCHENK GRUFFIN, to MARY
AVERT, daughter of the Rev. D. Crook (CHURCH,
D.D.), of Tokyo.

DEATH.

On the 5th August, at 72, French Bund,
Shanghai, THOMAS FORD, for many years Whar-
finger to the China Navigation Co., Limited, in
his 67th year.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CI
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 11th August, 1901

THE British Naval Manoeuvres, which have just ended, are possibly the last in which the submarine will have no allotted share. As is well known, four of these bouts, improved *Hollanders*, are to be finished this autumn, and at once experimented with. The striking success achieved by submersible boats in the recent French Naval Evolutions is at once a serious warning and a valuable object lesson. REUTER'S words were: "They approached the squadron unsuspected, passed the entire line, torpedoed the ironclads, and escaped unobserved and unscathed." No doubt the very best conditions prevailed for the submarine. It is well-nigh inconceivable, had the conditions of actual combat been observed, that anything resembling such complete annihilation would have occurred: the deed, however, is exactly paralleled by the success of the destroyer in the manoeuvres not long ago concluded in the Mediterranean by the two sections of Admiral Sir John Fisher's command. "Unsuspected and unobserved" cannot mean other than total submersion at an appreciable depth, and for a distance of some miles: and when this takes place, the speed, at no time great, is materially lessened. It also implies that all offensive movements were entirely dependent on the revelations of the periscope, that crab-like eye projecting from the sunken boat to the sea-surface. In a glass-like sea, this visual apparatus, floating on the water would accurately fix the relative positions of every object within a limited radius: but in lumpy choppy seas, its circle of sight would continually vary, and be constantly cut off and

interfered with. Like the whale, the submarine must come to the top occasionally, thus revealing its whereabouts. Once its presence is detected, or even divined, the periscope, which is a delicate piece of optical mechanism, would run great danger of being smashed or put out of gear, not merely from being actually struck by hurtling missiles, but by the stunning aerial concussion caused by flying shot and bursting shell. Immediately this happens, the submarine, below water, would be hopelessly crippled, as harmless as *Polyphemus* blinded, and must perforce rise to the surface to take new bearings. The actual danger of three or four submarines in real, as opposed to mimic, warfare is, in the opinion of not a few naval experts, highly problematical, because the risks they themselves run are very many. The moral effect of such engines of destruction would be undoubtedly great. In a harbour or other confined space, their offensive value would be largely enhanced. Admiral Dewey has stated that a couple of submarines on the Spanish side, in the fateful fight of Manila Bay, would have hampered him considerably. In the report, published by our Admiralty in August, 1899, giving the composition of the fleets of the seven great naval powers, France alone was indicated as constructing this type of boat, and she then had nine of them either finished or on the stocks. In a similar report, dated December 1900, France appears with eighteen, and the United States with seven. We now know that Russia is going to construct vessels of this type. It will not be uninteresting to look at the subsequent progress of the submarine in the French navy, as revealed in the columns of *La Ligue Maritime Française*—the analogue of our own *Naval League Journal*—for March-April-May of this year. Three submarines, of different types, were being constructed, all three destined for experiment only. They were not to figure in the schedule of new constructions. Twenty others, of an approved and satisfactorily tested model, were to be undertaken almost immediately. This large addition would

more than double the French list of this class of boat. At the time, they had fourteen, either in actual commission or in their yards, to wit, four that had completed their trials, the *Gymnote*, *Morse*, *Gustave-Zédé*, and *Narval*; two, the *Francus* and *Alcyon*, almost completed; and eight put on the stocks by M. DE LANESSAN, of which four—*Farfadet*, *Guene*, *Korrigan*, and *Lutia*—building at Rochefort, are improved *Morses*; while four others—*Sirène*, *Triton*, *Silure*, and *Esperadon*—laid down at Cherbourg, are *Narvals*. The construction of this tiny vessel is rapid; so that, in a few months at most, the French will be the proud and enviable possessors of a formidable flotilla of no less than thirty-seven submarines. It is instructive to note that in the second competition instituted by the *Ligue Maritime Française*, the first of the subjects proposed was: "The utilisation of flotillas of torpedo-boats and submarines for the defence of the colonies. Competitors had to assume, as the basis of their theses, a war with a great naval power—presumably Great Britain—and to examine the military requirements of the colonies which would be unable to resist the onset of an active enterprising foe. They had also to discuss such indispensable accessories as floating docks, workshops for repairs, munition-stores, etc. An anonymously given prize of 500 francs was offered for the best essay. On the 1st of May, the limit fixed for the reception of these essays, eleven competitors had entered. This clearly shows that our Gallic neighbours are leaving no stone unturned in their eager, praiseworthy, patriotic endeavours to increase the efficiency and striking power of their fleet. The function of the submarine, in the rough and tumble of real naval warfare, is as yet theoretical. In the hands of a desperate, hard-pushed opponent, it might presumably wreak fearful havoc: on the contrary, it may prove a modified failure. As the preeminent naval power, it behoves us to be in the very forefront of experiment, and to gauge exactly the offensive worth of every type of vessel which our gallant first line of defence may be called on to meet.

The German mail of the 11th July was delivered in London on the 9th inst.

It is notified in the *Gazette* that Dr. J. M. Atkinson, Principal Civil Medical Officer, reported his return from leave of absence and resumed his duties on the 5th inst.

A meeting of the Committee of the Typhoon Relief Fund will be held on Thursday next, 15th instant, at noon, in the Council Chamber. H.E. the Governor has consented to be present.

Owing to the death of H.I.M. Empress Frederick of Germany, all officers and warrant officers of the Garrison will wear mourning for six weeks from the 6th inst. The order, of course, extends to the Volunteer Corps.

H.M.S. *Glory* left the harbour on Saturday morning for Weihaiwei and the storeship *Hammer* left for the same port yesterday.

In consequence of the death of H.I.M. Empress Frederick of Germany, the Gymkhana fixed for Saturday was postponed until Saturday the 17th inst.

Mr. Lau Chu Pak has been appointed by H.E. the Governor a member of the Sanitary Board for three years from the 8th inst.; vice Mr. Chan A Fook, resigned.

The appointment, subject to His Majesty's approval, of the Hon. J. Thurburn to be an Unofficial Member of the Legislative Council, vice the Hon. R. M. Gray, resigned, is notified in the *Gazette*.

H.B.M. Consul at Chungking is now granting passports to women missionaries to return to work, and is placing no restrictions on them. This we cannot help thinking to be a grave mistake.

Messrs. Lamko & Rogge informed us on Saturday that they were in receipt of a telegram from Messrs. Wm. G. Hals & Co., of Saigon, advising that they were for arrivals from Swatow quarantine has been taken off.

Shanghai native papers repeat the story that a French syndicate is about to start work on the railway from Kwanhsuan through the Hu Kwang Province. The construction is to be commenced at once. The capital is to be 23,000,000 francs.

The *Singapore* states that from letters received from Tientsin it would appear that dynamite will be used to raise the forts at Taku, for fear of causing destruction to vessels and craft in the vicinity. Coolie labour will therefore be used in doing this work of dismantling the forts in question.

Only one case of plague (Chinese) and one death (Chinese) were reported during the twenty-four hours ending at noon on Saturday. The last Stavers, taken from Polder's Hill, has been found not to be suffering from plague after all, but from malarial fever, and was removed on Friday from the Keweenaw Plague Hospital to the Government Civil Hospital, where he is doing well.

The *N.C. Daily News* of the 6th inst. says:—A sad death occurred to a marine belonging to H.M.S. *Asiatic* while in the Cosmopolitan Dock on Sunday night. It seems the man was emptying a mess kettle and in leaning over it he supposed the dust got into his eyes and the wind overbalanced him. Although the water was quite calm and a ladder hung over the side at the time, the unfortunate man was drowned. The body was recovered and taken to the Shanghai mortuary chapel yesterday afternoon, there to await the inquest.

The following are the returns of the average amount of bank notes in circulation, and of specie in reserve in Hongkong, during the month ended 31st July, 1901, as certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China.	2,725,263	1,600,000
Hongkong and Shanghai Banking Corporation.	8,073,467	5,000,000
National Bank of China, Limited.	446,425	150,000
Total.	11,245,155	6,750,000

On Saturday night the Australian Vandeville Co. made yet another complete change of programme at the Theatre Royal, and their efforts were better rewarded than on previous occasions; the audience being larger in the upper part of the house than during the past week, while the lower seats were as full as ever. All the artists who have been seen before with this clever company were on the stage again in new turns, while the performers were strengthened by the appearance of two amateurs from the Variety Co. of H.M.S. *Didon*, who did a really excellent clog dance. Of the original company several of the singers seemed to us to be in much better voice than when we heard them before; notably Miss Beatrice Ward and Mr. W. F. Cullen. Messrs. Rowley and Harley were as usual excellent. The farce which wound up the entertainment was distinctly better than its predecessor on former bills. Generally speaking, the programme has been strengthened considerably.

The steamer *City of Calcutta* arrived in the harbour from Singapore shortly after five o'clock on Saturday afternoon. This vessel was recently bought by a Singapore shipping firm, Messrs. Wee Bin & Company, from Messrs. George Smith & Company, Glasgow, for \$150,000, and was fitted up and repaired at Singapore at an estimated cost of \$60,000. She is the third vessel bought from the "City" Line Company by the Wee Bin firm, the *City of London* and the *City of Edinburgh* having already been similarly acquired. The *City of Calcutta*, like the other vessels of the Wee Bin Company's fleet, is destined for the coasts of the Indian Ocean, and the carrying of general cargo between Penang, Singapore, Hongkong, Amoy, and Swatow. Her total tonnage is 2,355 tons, and she is the largest locally owned steamer sailing out of Singapore. Her speed is twelve knots, and on the voyage from Singapore, which was accomplished in two hours over five days, her average rate of travelling was 11½ knots an hour. The vessel is splendidly fitted, and is electrically lighted throughout. There is accommodation on board for two thousand coolies, whose comfort is well looked after, their quarters between decks being kept fresh and cool by two large steam fans which are kept going almost continually. The *City of Calcutta* is commanded by Captain Dawson, formerly of the steamer *Charterhouse*, belonging to the same company, and the agent here is Mr. Joo Tek Sang. The steamer, which has at present on board 700 coolies going to Amoy, is expected to leave to-morrow at noon.

"Northern Notes" from the *Peking and Tientsin Times* will be found on page 5.

Owing to the claims on our space to-day we are obliged to hold over Correspondence.

The Rev. Mr. Paterson delivered a lecture on his travels in different parts of the world, last evening, at 9 o'clock, in the City Hall.

There has been a good deal of discussion in the Singapore Press about the alleged disloyalty to King Edward shown in an address to Prince Chun from the leading Straits-born Chinese. The matter, however, seems to resolve itself into one of ambiguity of expression and an over-free translation from the Chinese original into English.

Continuing on its self-imposed career of misrepresentation, the *Courier d'Haiphong* produces in its issue of the 6th inst. a ludicrous representation of "les auxiliaires des Anglais," in which some black marksmen and British soldiers combined are engaged in shooting at neighbouring mountain-tops, apparently, in default of any Boers.

There was rather a serious collision near Shanghai on the evening of the 2nd inst. between the Hamburg-America liner *Gouverneur Jochke* and a Japanese cruiser. The merchant steamer was lying at anchor and the warship was steaming down stream, outward bound, when through some unexplained cause she ran into the moored vessel, striking her on the port starboard quarter and doing considerable damage to her.

A Tokyo despatch to the Japanese vernacular papers states that a large number of counterfeit 5-wan nickel pieces are in circulation. These coins are so skillfully executed that even the bankers are reported to have difficulty in distinguishing them from the coin of the realm. The spurious coins are said to be mostly in circulation in Nagasaki and other open ports. The Japanese authorities suspect that Chinese have been bringing the false coins in from South China.

The latest return of the foreign residents in Kobe shows that there are already 2,031 males and 670 females. The leading nationalities come out as follows:—China, 1,288 males, 967 females; Great Britain, 350 males, 158 females; Germany, 135 males, 39 females; United States, 94 males, 60 females; Portugal, 33 males, 16 females; France, 36 males, 17 females. Australia and Canada are given separate headings from Great Britain and add another 4 males and 3 females.

At a session of the Philippines Commission at Manila, on the 4th inst., Señor Paterno asked the Commission to confer rank and decorations on its Filipino officials, or to increase the salaries. He referred to the European custom and said: "We are all only human, and like the glitter even if not gold." He was reminded however, of the constitution of the United States, which not only prohibits decorations or titles being given by the President or Congress to its citizens, but prohibits the acceptance by its citizens of any foreign decorations or titles. He was also told that "every American is a King." With this he had to be satisfied.

The *Universal Gazette* states that arising out of the crisis in the North and the opportunities offered generally, the Consul of Great Britain, Russia, Japan, and France at Hankow have informed Viceroy Chang Chih-tang of their intention to follow the example set by the German Consul of that port with regard to the extension made to the German Settlement, which was granted last year by the Chinese authorities. It appeared that the Germans pulled down about 150 yards of the city wall of Hankow, near the Tangchi gate, in the direction of their extension settlement, in consequence of which the Consul of the other Powers, whose settlements are to be extended as well, desire also to pull down the city walls which at present limit their several settlement boundaries.

SUPREME COURT.

Saturday, 10th August.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR A.G. WISE (ACTING CHIEF JUSTICE).

HONGKONG COTTON SPINNING WEAVING AND DYEING COMPANY, LTD.

Mr. J. J. Francis, K.C. (instructed by Messrs. Dabson and Hastings), made an application to his Lordship, under the Companies Ordinance of 1877 and 1886, for permission to reduce the capital of the Hongkong Cotton Spinning, Weaving & Dyeing Company, Ltd., which company incorporated on 10th August, 1897, with a nominal capital of \$1,200,000 divided into 12,000 shares of \$100 each. Of these shares, only 9,000, representing capital to the amount of \$900,000, were issued and fully paid. The remaining 3,000 shares had not been issued, it being found impossible to do so. Under capitalised to start with, the Company has not been a success, and Mr. Francis said, at the present time was in debt to Messrs. Jardine, Matheson & Company, the General Managers, to the extent of over \$1,000,000, monies advanced by them at various times for the purpose of the Company. In addition, capital amounting to \$316,000—being \$90 a share on 9,000 shares—had been either lost or was unrepresented by available assets. Messrs. Jardine, Matheson & Company were the only creditors. Under these circumstances it had been deemed advisable by the General Managers and by the Consulting Committee to reduce the capital by cancelling (1) the 3,000 unissued shares and (2) the lost capital of \$316,000. Accordingly a resolution to that effect was passed and duly confirmed at a meeting held on 27th June and 13th July last. By this resolution the capital is reduced to \$884,000, in 8,840 fully paid up shares of \$100 each. His Lordship granted the application.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE WAR IN SOUTH AFRICA.

London, 9th August, 4 p.m.

AN IMPORTANT SURRENDER.
Commandant De Villiers and two field-cornets have surrendered to the British.

FIRM PROCLAMATION BY LORD KITCHENER—DATE FIXED FOR SURRENDER.

Lord Kitchener proclaims the permanent banishment of all commandants, field-cornets, and leaders of armed bands who shall not have surrendered by the 15th September. He also states that the cost of maintenance of the families of burghers fighting after the above date will be chargeable on their movable and immovable property.

THE NUMBER OF PRISONERS AND SURRENDERS.

The proclamation also mentions that 35,000 burghers have either been taken prisoners or surrendered to date.

GENERAL NEWS.

London, 9th August, 4 p.m.

COUNT VON WALTERSEES RETURN.

The Kaiser has bestowed on Count von Waldersee the order Pour le Mérite, and has reappointed him Inspector-General of the Third Army Corps. Also the 9th Regiment of Field Artillery is in future to bear Count von Waldersee's name.

London, 11th August, 11.30 a.m.

LORD MILNER'S DEPARTURE.

Lord Milner has left London for South Africa.

COUNT VON WALTERSEES ARRIVAL.

The Kaiser cordially received Count von Waldersee at Hamburg, kissing him on both cheeks.

REUTER'S SERVICE.

London, 8th August.

OPERATIONS IN SOUTH AFRICA.
Sixty-one columns are now operating in South Africa.

Several skirmishes are reported. General French's operations are beginning to tell on the invaders of Cape Colony. Commandant Fouché has re-crossed the Orange River northwards.

THE PRISONERS' FUTURE.
On the conclusion of the war, it is stated that all Boer prisoners, Afrikaners, and Uitlanders will be re-instated in the Transvaal before foreigners are allowed to enter.

COUNT VON WALTERSEES AT HAMBURG.

Count von Waldersee arrived at Hamburg to-day. His reception was of a purely military character, and very quiet.

RUSSIA AND THE AMUR TERRITORY.
The correspondent of the *Times* at Odessa states that Russia is endeavouring to colonise the Amur territory, and that she intends to plant a Cossack colony on the Chinese border.

London, 8th August.

SOUTH AFRICA.

Lord Kitchener's proclamation providing stern measures against the enemy, has been favourably received in Natal. The terms of the proclamation are unknown at present.

The correspondent of the *London Post* states that twenty-five of Steinacker's Horse were surprised and captured on the Sabie River.

LATER.

PARLIAMENT.

THE NEW CLOSURE RULE ADOPTED.
The New Closure Rule, enabling Estimates to be voted in groups instead of separately, was adopted on Wednesday. The Rule was applied in the House of Commons yesterday evening, and Estimates aggregating £67,746,833 sterling were voted in three hours, including £45,000,000 sterling for the Army.

MOURNING FOR THE LATE EMPRESS FREDERICK.

London, 9th August.

GREAT BRITAIN'S REPRESENTATIVE IN COREA.
The promotion of Mr. John Newell Jordan to British Minister in Corea is gazetted.

LOED KITCHENER'S PROCLAMATION.
Lord Kitchener's proclamation which was issued in accordance with instructions from the Home Government, banishes permanently from South Africa, unless surrendering before the 15th September, all commandants, field-cornets and leaders of armed bands being burghers of the late republics still existing; also the members of the governments of the late Transvaal and Orange Free States. Charges will also be made upon the property of burghers not surrendering by the 15th September, for the maintenance of their families.

THE INSANITARY CONDITION OF HONGKONG.

II.

THE OFFICIAL EXPLANATION.
The explanation of the Government to the public Petition is contained in a Memorandum signed by the joint authors, the Hon. J. H. Stewart Lockhart, W. Chatham and F. H. May. Although he comes last, Mr. May is not the least of these three brethren. In fact, it is generally claimed that Mr. May is the sole author of the Memorandum. Mr. Chatham is responsible for the Enclosure A on "Measures to give effect to Mr. Chadwick's recommendations of 1882—Works," and Mr. May is answerable for the Enclosure B on "Measures to give effect to Mr. Chadwick's recommendations of 1882—Legislation." The Hon. the Colonial Secretary was apparently editor-in-chief and revised the MSS. of the two contributors, and toned down their idiosyncrasies, &c. Without destroying their identity, in the interests of truth he might well have used the blue pencil a little more.

Practically the line of defence of the Government has been to show that Mr. Chadwick's recommendations of 1882 have been carried out almost in their entirety. The Government painfully aware that the action of the Petitioners in praying for the appointment of a Commission, to be accompanied by an Expert, is a scathing implication that either the last Expert's recommendations have been ignored or have not been fully carried out, although the Government has had nineteen years at its disposal. In fact the Petitioners quote numerous instances to show they have not been carried out, and that the Government has ignored instead of anticipating and overtaking the sanitary needs of the colony. It is the statement of three Officials against that of the Petitioners, whose strength lies in the fact that their accuracy is officially confirmed by quotations from departmental reports. It is therefore possible that if Mr. Chamberlain is scripturally minded—though our Continental friends inform us he is not—he will apply to our Government the parable of the unjust stewards. It is quite conceivable that he may be reluctant to sanction the expense of sending out a Commission with another Expert to see what this Government has done for this colony during the last nineteen years and how it has carried out Mr. Chadwick's recommendations. He might justly say "Take two more decades, then, good and faithful servants, and—think over them."

It is, however, unfortunate that such a well deserved rebuke may not be administered, as the colony cannot wait for the official fulfilment of obligations. If the colony was solely to depend on the efforts of its local Officials to put into that state of modern sanitation its condition demands—judging from the pace of past improvements—the now prosperous island would become depopulated and sink into obscurity, giving place to the new and powerful rivals springing up around it. Hongkong would go the way of ancient Rome, though allowing for the glamour surrounding departed greatness, we must admit that Roman municipal administration as exemplified in its public baths, roads, cloacas, etc., was certainly in advance of that attained by our local Bumbles. As the Petitioners point out:—

4.—The permanent prosperity of Hongkong, in fact its very existence, depends upon a wise and a just administrative Government, which will ensure the protection and maintain the freedom of its inhabitants. The local Government must secure to an intending colonist a reasonable immunity from preventable disease, and convince and satisfy the existing inhabitants of the colony, both British and Chinese, on whom its future welfare depends, and who have invested large sums of money in assisting that welfare, that it is doing its utmost to maintain the public health of the colony, by providing a reasonable system of sanitation and a suitable system of Public Sanitation and Hygiene, which the revenue is well able to afford. The Imperial Government likewise requires that an adequate and thorough system of sanitation be maintained on account of the health of the troops, naval and military, and the many officers attached to these services, and the Civil Service. The local Government must see that nothing is left undone which can be done, to remedy any defects likely to endanger the public health of the community.

It is well the Government should recognise this. It is surely within its sphere of operation. For convenience and to save space, I intend to deal with the remarks of the joint authors together, when they allude to the same subject. The Memoranda are signed by Mr. May. Now there are two types of Colonial officers—the candid and the sugar-candied, and in Mr. May's case, assuming that he originally came within the latter category, "his saccharine attributes have evidently become attrophied by negligent culture." He is usually so very candid that he has frequently been known to allow his feelings to carry away his better judgment. Mr. May is a young man, he has the strength and enthusiasm of youth, and is an able officer. He is apt, however, in his youthful enthusiasm and pride of office to commit himself to statements which mature reflection and the return to his normal state of official dignity would hesitate to confirm. Consequently, he has been known to say many extravagant things, one among others being that "if he were Governor he would suppress every newspaper in the colony." The newspapers will no doubt readily believe him and sympathise with him in his aspirations. It is over these self-imposed tasks that Mr. May usually stumbles and the Memoranda before us are cases in point.

The Petition to Mr. Chamberlain, it will be remembered, was signed by more than one thousand residents. Among these were all the local medical men and all the leading civil engineers, whom most people will admit are thoroughly conversant with the technical questions touched upon by the Petitioners. If these failed to understand the question of local sanitation—most of them have been working for years to improve it and to bring a stubborn Government to a sense of its shortcomings, but with little

success—on whom are we then to rely? The appended signatures of nearly all the lawyers in the colony should convince Mr. Chamberlain as to the accuracy of the statements in the Petition, for what lawyer signs a document without reading it, or supports publicly a Petition made up of reckless and inaccurate details? Lawyers are never reckless—except in their charges. The Petition was also signed by the heads of all the leading commercial firms in the colony—do these usually sign documents which they have not read or cannot endorse? Finally come the signatures of their Rt. Reverences the two Bishops, who, as men of religion and understanding, would soon give episcopal sanction to a document unless convinced of its entire truthfulness!

To all these men of local high standing, great ability and integrity, to this overwhelming testimony of those whose united efforts have brought the colony to the prosperous and important position it occupies to-day, Mr. May calmly states that they signed a document teeming with misstatements and exaggerations. The Petitioners, he alleges, did not know what they were writing about and the signatures know even less what they were signing. He endeavours to prove this by the Memorandum which he has had the audacity to send in to Mr. Chamberlain. Mr. May even induced H.E. the Governor to write that he believed the majority of the signatories signed the document without reading it—on the principle of John Jones his mark X—which is a polite tribute to H.E. to the understanding and integrity of the Petitioners and the seal of infallibility of Mr. May's judgment. Who then is Mr. May, who can lead a Governor and defy a community?

The Hon. Mr. F. H. May is a man of many parts; he has the scrutinizing instincts of a political agent; he is equally at his ease as Chief of Police, Colonial Secretary, Treasurer, Superintendent of the G.P.O., Vice-President of the Sanitary Board (a body he has just excommunicated) and Dictator-in-Chief to the other Officials in the colony. He is a colonial Orlington, and supports each position with characteristic ability, admirable tact, and marvellous energy. He has been known to commit errors of judgment, but mistakes never; his subordinates may do so, otherwise they are unhand of outside their own department. His innumerable attributes permit him to approach any special subject with ease and pose as an authority. He is a wonderful man, and one day will undoubtedly be promoted to the well-merited post of Governor of some colony. There will be no room for anyone else, but that is a detail—he will be qualified for every post.

The wonder is that possessing an officer of such great capacity, who is able to persuade any Governor that black is white, anything approaching a grievance is known in the colony. Everything should be perfect (it is—on paper) with which Mr. May comes into contact. Take his special department for instance—wherever a force of his special department is impertinent illegality of rickshaws and chair coolies, encouraged by the guide, but then that is perhaps a duty outside the functions of the Police, which is left to be overcome by time and the gradual submission of the coolies to benign Western civilising influences.

Admitting this, there is therefore some reason in his literary "tab-thumping" in rebuking the signatories and informing them they are under an entire misapprehension—that the sanitary condition of Hongkong is perfect, as the Government has spent millions of dollars on it. He is thus entitled to chide the Petitioners for their wickedness in drafting such a document since a paternal government, which he represents, is ever ready to carry out any desired improvement which, after very mature reflection, it may consider reasonable. Throughout the Memorandum the Official triumvirate endeavour to show, very cleverly if it may be admitted, that not only has the Government done everything necessary in the interests of local sanitation, but they claim for the Government the initiation of these sanitary reforms. Could anything possibly be more audacious and more untrue? They even go further, and state that if any sanitary measures were not carried out, it was owing entirely to Unofficial opposition. The Unofficial Members of Council (and, of course, answer for themselves, and no doubt will in Council, and as for the community it would be no exaggeration to say that no sanitary measure has ever been introduced into this colony that was not the outcome of public agitation.

It is to be regretted that I have not sufficient space at my disposal to quote from the newspaper files of the last twenty years the numerous instances of Official opposition to public demands for sanitary improvements. Read the reports of the meetings of the Sanitary Board for the last few years and realise the extent of Official opposition to many measures which the public now trumpet forth as their own.

To show the extent of the Government opposition to a measure which Mr. May now triumphantly claims as his own, namely, the Taping-shan Resumption, we will quote Mr. May's own words at a Sanitary Board meeting in July, 1894, when he temporarily forgot he was a Government official, but his strictures are of none the less value:

The CAPTAIN SUPERINTENDENT OF POLICE: I would only add to the remarks Mr. Francis has made—I have not heard them in their entirety—that as I indicated in my minute, I would in justice to this Board say that it is not fair for the Government to try to throw their responsibility upon this Board. The Government is a continuous system, and you cannot divide the Government as by the periods of tenure of office of successive Governors, and in my humble opinion, although I am a Government official, and perhaps I should not say so, it is the duty of a Governor on his taking up his office to make himself acquainted with the state of the colony and the history of every question likely to crop up, and more especially with the history of the Sanitary Board, and I agree with Mr. Francis that if the Government has borne in mind the Crown Lands Resumption Ordinance, they possibly would not have fallen into what I regard as an error of judgment in trying to throw responsibility

for the insanitary condition of certain houses upon this Board. Anybody who has lived in the colony for the last five years knows the history of the Crown Lands Resumption Ordinance, and everybody knows that if the Government's predecessors had not gone away, that Ordinance would have been put into practical operation, and probably Taping-shan would be now a Model Settlement.

Is it wise, therefore, to take Mr. May seriously now? What proof after all have we that he is now in earnest?

Turning to the blue-book let us consider after Mr. May's opening, Mr. Chatham's Memorandum. Our Acting Director of Public Works endeavours to show, very half-heartedly it is true, that his department has practically accomplished everything Mr. Chadwick recommended it to do. Since then, I suppose, it has slumbered on its laurels. It has built waterworks, drains and markets, and no one will deny that the Public Works Department has accomplished much since Mr. Chadwick first aroused it. The money has been forthcoming and most people are prepared to carry out duties when the microvital is provided. The faults the community find with the P.W.D. are that it has not done enough for the money it has spent, and it has not always done the work in the way it should have been done, and it has also left undone many things which it ought to have done. Mr. Chatham writes exultingly about his waterworks—on the island; he is strangely silent about Kowloon. He emphasises the fact that over two millions have been spent on waterworks since 1883. Well, most people will fail to see what the figures have to do with it, unless he wishes to be congratulated on economy, which is unlikely. The community provided the money, and have the right to expect the service; failing that they would have provided waterworks themselves to their own profit, as at Shanghai. Turn to Kowloon, and let Mr. Chatham ask himself if he can conscientiously rejoice over the wretchedly inadequate and dangerous system there. Furthermore, will Mr. Chatham be prepared to state to the Expert that the system in Hongkong is now fully sufficient and there is no danger of a water famine? Why, we have not got half enough water to keep this colony in an efficient sanitary condition.

Then Mr. Chatham tells us about drainage. Now in these matters of Public Works, Mr. Chatham, unlike his two confidants, understands what he is discussing. He is an engineer, and an able all-round man, whose opinion is much respected by his local unofficial professional friends. He does not attempt to discuss the Police, nor tell the Attorney-General that he is mistaken in his law; he does not even reproach the Medical Officer of Health on plague reports, nor show the Colonial Treasurer how to add up figures. He sticks to his last, and the only regret the community will have is that he allowed himself in a moment of weakness to figure as a sanitary Sancho Panza to his colleagues, the Supt. of Police. The misfortune of the P.W.D. is that the Government has never allowed it to have half enough men to do the work demanded from it.

In referring to the drainage of the colony, Mr. Chatham had to consider that, as acting head of the P.W.D., he held a brief for the Government. He has therefore sought to prove that the present system is as good as possible. Mr. Chadwick recommended it should be the one of any shortcomings on the Expert; and further that the Government has done its utmost to make the drainage as perfect as possible. His statement we have the signatures of eleven local civil engineers, men of high ability and of much local experience, who have endorsed the Petition which says that Mr. Chadwick's recommendations have not been fully carried out; that his designs have been tampered with; that the Government has not done everything it should have done, and also that the present system is unsuitable (as was found to be the case in Bombay) to the place and the community.

It is twelve years since Mr. Chadwick was last here, which is ample time to pick ducks and drakes with his recommendations, and although Mr. Chatham discourses fluently to show that Mr. Chadwick approved of Mr. Cooper's methods, he does not answer the charge of the Petitioners, namely that "the separate system" introduced by Mr. Cooper "is without the safeguards Mr. Chadwick recommended, viz., abundant water supply, flushing tanks at the head of each drainage valley, pumping stations at each end of the city to relieve the intercepting main drain and throw the sewage into the sea well clear of the shore." Mr. R. K. Leigh, in his able report of 1888, said "the proposed scheme of drainage, as described in the report under consideration (Mr. Cooper's) is diametrically opposed to that of Mr. Chadwick."

Concerning the general belief that the system was not suited to the Chinese population, I may quote the following from a Report of the House Connections Committee of the Bombay Corporation, which so well applies to Hongkong:

Beginning with the incorrigible habits of the people with regard to waste matter, they saw that any system of house connection, or to work with reasonable efficiency, must be devised and based on these habits. They found that down to pipes large enough to carry off all the water used in houses were constantly choked with solid matter, and that syphons intended to protect the people from foul gases were simply receptacles for mud, ashes, rags, &c., blocking the pipe and causing the water to run down the walls and foul them. They found, in fact, that nearly every English device used to protect the people from foul gases was here converted into a means of producing them.

Mr. May, in his Memorandum, dealing with the same subject, characterises the above statement about there being "no flushing arrangements" as untrue. His reason for this is that Mr. Cooper in 1881 reported "that the sewerage works in the High Level District had been completed with manholes, ventilators and flushing arrangements." The "flushing arrangements" Mr. May

alludes to are somewhat different to those referred to by the Petitioners. These wonderful flushing arrangements of Mr. Cooper's (which on sanitary grounds are condemned) seldom act, because there is not usually sufficient water at the Peak to fill them—as a rule half a dozen coolies are requisitioned to pour water down the drains. Mr. R. K. Leigh, who in 1889 reported on the Peak Drainage, referred to this danger. At the meeting of the Sanitary Board on 30th May, 1901, two proposals were made by the Medical Officer of Health to meet the want of flushing the sewers and drains. This does not testify much to the value of the present wonderful automatic flushers.

Therefore, if, as Mr. May alleges, there has been any prevarication it has been on his side, not on that of the Petitioners. As regards the Peak Drainage, typhoid fever, previously unknown at the Peak, has followed the introduction of the separate system there. Any of the medical signatories are prepared to state that the present condition of these drains is eminently calculated to promote the growth and distribution of the typhoid germs should they accidentally find entrance therein. This equally applies elsewhere. Loud complaints of the stench were made in 1882, but the stinking storm-water drains which it was claimed would prove a remedy have considerably increased the nuisance.

Mr. May on the subject of drains makes an admission. He says:—

The statement contained in the same paragraph that the contents of the storm-water drains are nearly as foul as those of the sewers is true, and the only remedy appears to be a more efficient method of removal of night-soil and the more effective control of the hawking of vegetables, sugar-cane and fruit in the streets.

Mr. May, with his characteristic impetuosity, forgets one important point, and even Mr. Chatham is curiously reticent about it, namely that the Mr. Cooper of unenviable renown claimed that his drains were self-cleansing. To expect drains to be self-cleansing on some of the gradients made would be verging on the miraculous, and if they were, as he alleged, then why do they need the frequent attempts at cleansing with chains?

The so-called new "self-flushing" drain extending from the nullah at the north-east corner of the garden of the Officers' Quarters, Murray Barracks, is a case in point. This drain runs along Queen's Road East, Arsenal Street and Praya East, to Ship Street, a distance of about 5,400 feet. It is a 12-inch diameter pipe-drain, taking all the sewage of a very largely populated district, and has an inclination of only 1 in 390!

How the designer expects any liquid of any kind, let alone thick and practically undiluted sewage, to flow at all on a flat "gradient" no one except himself is able to realise. Few sewers at home are laid at a flatter gradient than 1 in 100—excepting large main sewers which carry a good volume of liquid sewage.

In dismissing the drainage question, may I ask Mr. Chatham whether he considers the four large pipes discharging sewage on to the foreshore, a few yards from the road, at Des Vaux Road, Kowloon, giving rise to an abominable and dangerous nuisance on what should be the best marine promenade there is, a sample of that superb system of drainage he professes to be so proud of?

Mr. Chatham concludes: "From 1883 to 1888 a sum of \$885,000 was expended under the heading of 'Sanitary Works.' He omits to mention that this expense was chiefly incurred through Mr. Price laying down brick drains and pulling them up again in 1888 for pipe-drains. The total expenditure by the Government under the heading of Drainage Sewerage Work from 1883 to 1900 has been \$542,869. This is an average of \$49,351 a year—does Mr. Chatham think this excessive for a colony such as ours with its continual extensions of residential quarters?"

(To be continued.)

SCRUTATOR.

POLICE COURT.

Saturday, 10th August.

BEFORE MR. HAZELAND.

THE CHARGE OF MANSLAUGHTER.

The taking of the evidence in the case of the Chinese police sergeant charged with manslaughter of a prisoner while in his custody being completed, the case has been transferred to the Supreme Court for trial.

THEFT OF CROWN LAND.

Leung Kam Tak was charged with unlawful possession of nineteen grain-bags, two coils of Manila hemp and some meat-dishes, recklessly supposed to have been stolen from the Kowloon Wharf, was given the option of paying a \$25 fine or going to goal for fourteen days.

CUTTING CROWN LAND.

For cutting and taking away Crown land, one Lo Lin was fined \$10 or fourteen days' hard labour.

BEFORE MR. KEMP.

CRUIZ UP AGAIN.

Francis Cruz, a well-known character, was up before His Worship, having been arrested on a warrant as he failed to appear the previous day to answer the charge of committing a nuisance in the City Hall and assaulting two Indian constables who arrested him.

Accused pleaded not guilty and stated that Mr. Reece was to defend his case. The case was postponed until next Thursday, and the fifty dollars bail ordered to be forfeited owing to Cruz's non-appearance the previous day.

The next case against Cruz was assault on ricksha coolie No. 552.

Complainant stated that on the 4th inst., defendant wanted to engage his ricksha. It was raining at time and the wind had blown out his lamp. He told defendant to wait till he went to get a new one.

Complainant gave chase, caught defendant, and both went to No. 7 Police Station. Defendant declared that complainant ran away when he wanted to engage him, and running struck his nose against a post.

His Worship, rather doubting the correctness of the defence put up, sentenced defendant to

pay a fine of \$3, or seven days, and \$1 compensation to the ricksha coolie, or an additional seven days.

STOWAWAYS ON S.S. "EMERALDA."

Harry Smith and Vanderwaert, pleading guilty to the charge of stowing away on the s.s. *Emeralda* on the journey from Manila to Hongkong, were sentenced to fourteen days' hard labour.

DRUNK AND DISORDERLY.

John Daniel was charged with refusing to pay legal fare to a ricksha coolie and behaving in a disorderly manner, while under the influence of spirits, in No. 2 Police Station.

Accused pleaded guilty and was fined \$3 or seven days on the first charge, with 50 cents to the ricksha coolie or an additional seven days, and \$5 or seven days' hard labour on the last charge.

TIERED OF LIFE.

E. Nelson, the Norwegian seaman who on the 27th ult., attempted to commit suicide by cutting his throat with a pocket-knife, was brought up on Saturday.

In reply to his Worship's query why he tried to kill himself, defendant said that he was tired of his life. He had no work. The Superintendent of the Sailors' Home stated that accused came here in an American ship. The Norwegian Consul had not been applied to yet. There was no chance of shipping a man for some time as times were dull. He also suggested that it was not safe to keep the man in the Home, as he might make another attempt on his life.

Inspector Baker thought the best thing would be to remand the man until some decision as to his disposal could be arrived at. It was not safe to let the man loose, as he seemed very dependent.

His Worship agreed, and remanded defendant for a week, at the same time suggesting to Inspector Baker to see the Norwegian Consul and to induce him to take some steps toward sending away his unfortunate countryman.

THEFT OF FISH.

Mr. H. Davis, of the s.s. *Tartar* charged a Chinese with theft of some fish, the property of the ship.

Complainant said that he saw defendant come up the gangway on Friday at 10.30 a.m., in the company of a child.

He then went around the ship looking after the work. When he came to the after hatch he saw defendant hand a bundle to the child. Being suspicious, he (complainant) went up to them, whereupon the child dropped the bundle and ran away. Complainant then grasped defendant. A quartermaster just then came up, and he opened the bundle and found it to contain fish, the property of the ship.

Accused claimed that the little boy took the fish. Complainant said it was impossible for the little boy to get down the after hatch.

Accused was sentenced to three weeks' hard labour.

HONGKONG AND WHAMPOA DOCK CO., LD.

The following is the report of the board of directors of the above Company to the ordinary half-yearly meeting of shareholders to be held at the offices of the Company on the 19th inst.—

Gentlemen,—Your directors have now to submit to you their report, with a statement of accounts for the half-year ended 30th June last.

The net profit for the six months, after paying interest due and all charges, amounts to \$806,558.66

To which has to be added the balance brought forward from last account \$256,757.20

Less bonus to shareholders paid in accordance with resolution passed in extraordinary general meeting, 21st January, 1901 37,500.00

219,257.20

\$1,125,815.86

And from this have to be deducted—

Directors' Fees \$10,000.00

Auditors' Fees 750.00

10,750.00

Leaving available for appropriation \$1,115,065.86

The directors recommend that a dividend for the half-year of 10 per cent, or \$250,000, and a bonus of 8 per cent, or \$200,000, in all \$450,000, be paid to the shareholders, and a bonus of \$20,000 to contributing shareholders, that \$114,159.37 be written from the value of the Kowloon Docks, \$67,211.34 from the Cosmopolitan Dock, and \$4,000 from steam launches, the balance \$459,635.15 to be carried to the new account.

The large turnover at our establishments during the past half-year, being the highest on record, should be very gratifying to the shareholders, as it proves that the increasing facilities at the docks enable us to work to the complete satisfaction of the public. When all the contemplated improvements are finished we will be able to execute a still larger volume of work.

The new machine-shops at Kowloon Docks are being pushed forward as rapidly as possible, but their completion will be delayed to some extent owing to the scarcity of Chinese electrical labour. A portion of the proposed electrical installation for Kowloon Docks has already been ordered, and it is hoped that the whole plant will be erected in working order by about the first of next year. We shall then have most complete engineering shops and plant.

The new forge at Kowloon Docks is partly completed and is being worked with good results. When the 10-ton hammer is erected in place and the other furnaces working we shall be in a position to undertake any heavy work that may be offered us.

The demand for dock accommodation has continued as great if not greater than that of the previous six months and the want of further facilities for our business is more and more felt.

Your directors are however glad to be able to report that substantial progress has been made in their negotiations with the Government for an extension of our present property, and there seems now a reasonable chance of these negotiations being brought to a satisfactory conclusion before long. As soon as this matter is definitely settled preparations for the building of a new dock will be pushed on with all possible speed.

Your directors have to report that your chief manager, Mr. Gillies, who for the past 26 years has managed the business of the company with such distinguished success, and been greatly instrumental in raising it to the position it is now in, has definitely tendered his resignation, which, in view of his desire to retire from the management and from the active business life he has hitherto led, your directors have felt bound to accept. At the approaching

BEWARE

of the Party offering imitations of MACNIVEN & CAMERON'S PENS. They come as a boon and a blessing to men. The Pickwick, the Owl, and the Waverley Pen. Sold at all Stations. MACNIVEN & CAMERON, Ltd., Waverley Works, Edinburgh.

general meeting your directors will propose that Mr. Gillies' long and valuable services to the Dock Company be acknowledged in a suitable form. To take Mr. Gillies' place a gentleman who comes to us with the highest testimonials and recommendations, and who has been in charge of one or more of the largest dockyards at home, has been engaged, and is expected to arrive here next month.

R. SHEWAN, Chairman.

Hongkong, 8th August, 1901.

The following are the accounts from January to June, 1901:—

CAPITAL ACCOUNT.

30th June, 1901. ASSETS.

To value of Aberdeen Docks, as per last statement 100,000.00

To value of Kowloon Docks, as per last statement 1,682,362.96

Less amount since written off 82,862.96

1,600,000.00

To amount paid in connection with purchase of Hongkong Island lot Nos. 13, 14, 61, 65 and 67, 71 24,300.00

To amount paid on account of removal of hill on the new extension, Kowloon, marine lot No. 27 4,981.87

To amount paid on account of cutting away hill at head of No. 1 Dock 500.00

To amount paid on account of making new road 208.00

To amount paid on account of 15 new houses for European foremen 44,215.50

To amount paid on account of new iron store 9,580.00

To amount paid on account of new fitting shop 47,021.00

To amount paid on account of new force 11,078.00

To amount paid on account of sea-wall extension 1,771.00

To amount paid on account of No. 2 Dock, cost of one new Washington steam pump and fittings 4,218.00

To amount paid on account of new hydraulic installation 4,578.00

To cost of new machines for boiler shop 6,410.00

To cost of new machines for engine shop 37,324.00

To cost of new machines for copper-smiths' shop 206.00

To cost of new machines for blacksmiths' shop 216.00

To cost of new machines for saw mill 1,177.00

To cost of new 10-ton double-cylinder steam hammer for new forge 17,575.00

To cost of new air-compressor, complete, for yard 9,370.00

1,814,139.37

COSMOPOLITAN DOCK, as per last statement

Less amount since written off 17,709.00

323,000.00

To amount paid on account of new mill extension 3,000.00

To amount paid on account of a new house for European foreman 4,775.00

To amount paid on account of alterations and extensions to pump-house, fitting one additional boiler, and 3 additional pumps 10,312.00

To amount paid on account of laying railway track throughout the yard 5,358.51

To amount paid on account of electric-light installation throughout yard and workshops 20,764.84

307,211.34

TUG, LAUNCHES AND LIGHTERS.

To value of *Kane*, as per last account 15,000.00

To value of steam launches, steam lighter, lighters and boats, as per last account 48,640.00

Less amount since written off 4,640.00

59,000.00

To sundry debtors 270,980.30

To cost of material on hand as per stock list 1,803,841.08

Less amount written off in accordance with resolution of shareholders' meeting 25th February, 1901 67,020.07

1,796,221.01

\$4,407,572.92

REVENUE ACCOUNT.

30th June, 1901.

To interest 20,592.93

To Crown rent 3,020.00

To fire insurance 9,187.00

To office expenses, salaries, stationery and 42,170.71

To drawing office expenses and salaries 11,025.57

To telegrams 2,083.89

To legal expenses 941.80

To profit 906,558.66

\$990,231.50

1st January to 30th June, 1900.

By net earnings of the Company's three establishments 594,348.41

By wages, net earnings 5,196.55

By scrap fees 131.00

By bonus on premium, &c. 555.54

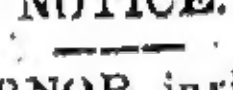
\$990,231.50

An Canadian minister had just married a couple. The registers were signed, and nothing remained but the giving and taking of the fee. The bridegroom, a strapping young fellow, asked, "How much is it?" The minister glanced at the smiling bride and slyly answered, "Whatever you think it's worth." Now it should have been a good deal, for the girl was young and pretty. "I reckon it's worth about five shillings," said the swain, looking on at the minister. The clergyman looked blankly at the coins, then turning to the fair one, "I'll leave it to you, madam," he said. "What do you think it's worth?" What did this young and blushing bride do! She reached out, took the coins, handed one half-crown to the minister and put the other into her pocket. "A thrifty wife," said the Canadian with a sigh, "is her husband's crown."

LATEST STEAMER MOVEMENT.

The A.L. steamer *China* left Singapore for this port yesterday morning.

NEW ADVERTISEMENTS

THEATRE ROYAL,
CITY HALL.TO-NIGHT!
THE AUSTRALIAN VAUDEVILLE
COMPANY.TO-NIGHT! AND TO-NIGHT!
EVERY EVENING.Complete Change of Programme. The Best
and Brightest Entertainment ever brought
to the East.OPENING CHORUS, "SCHOOL DAYS,"
BY THE COMPANY.The POPULAR ILLUSIONIST, will appear
in one of his Up-to-date Spectacles,
Assisted byMiss B. WARD. Miss V. ROSSER.
Miss P. VERNE. Miss J. FORDE.
Miss A. MOORE. Miss R. MOORE.
Mr. S. ROWLEY. Mr. W. H. HORLEY.
Mr. W. F. CULLEN. and the
SISTERS LINWOOD.PRICES: \$4, \$2, \$1.
Soldiers and Sailors in Uniform Half-Price
to Buck Seats only.Mr. J. FRANK PIRLEY, Business Manager.
Hongkong, 12th August, 1901. [2048]

NOTICE.

THE GOVERNOR invites the Members
of the Community to meet His Ex-
cellency in the COUNCIL CHAMBER on
WEDNESDAY NEXT, the 14th instant, at
Noon, with a view to taking steps to carry
out the suggestion of the Secretary of State
that the Colony of Hongkong should contribute
towards a Memorial of Her late Majesty, Queen
Victoria.By Command,
(Sd.) J. H. STEWART LOCKHART,
Colonial Secretary.
Hongkong, 12th August, 1901. [2049]

EMPLOYMENT WANTED.

By a thorough English-speaking, West-
India-born Chinese, with good commercial
knowledge, a Situation as Salesman, Inter-
preter, Clerk, Bookkeeper, Store Assistant, or
Assistant Comptroller. Good references.Address—
W. L.
Care of Daily Press Office.
Hongkong, 12th August, 1901. [1976]

TO LET.

No. 7, GRANVILLE AVENUE,
KOWLOON.Apply to—
HUMPHREYS ESTATE &
FINANCE CO., LD.

Hongkong, 12th August, 1901. [1134]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT AND USE OF THE CONCERNED,
onSATURDAY,
the 17th August, 1901, at Noon, alongside of
The Douglas S.S. Co.'s Wharf,
Praya Central.THE STEAM LAUNCH
"TUNG FAT."Built under Foreign superintendence, is
certified to be in first-class order and condition.
Only a few days out of the hands of Messrs.
BAILEY & MURPHY, Engineers, &c., who have
given her a thorough overhaul; is re-
moulded, &c., &c.Suitable for towing purposes; and is fitted in
European style.Length, 63 feet; Beam, 11 feet 6 inches;
Depth, 6 feet 3 inches in centre.

TERMS.—As usual.

For further particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Hongkong, 12th August, 1901. [2046]

NOTICE TO CONSIGNEES.

STEAMSHIP "TAIFU,"
FROM CHEFOO.THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature and to take immediate delivery of their
Goods from alongside.Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.DODWELL & CO., LIMITED,
Agents.
Hongkong, 10th August, 1901. [2045]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"MAZAGON,"
FROM BOMBAY AND STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.This Vessel brings on Cargo:—
From Persian Gulf, ex S. S. N. and
B. & P. S. N. Co.'s Steamers.Goods not cleared by the 16th inst., at
4 p.m., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognised.H. A. RITCHIE,
Superintendent.
Hongkong, 10th August, 1901. [1]

FOR NEW YORK.

THE 3/8 A.L.I. American ship
"I. F. CHAPMAN,"
having arrived, is now ready to load for the
above port, and will have quick despatch.For Freight, apply to
ARNOLD, KARBURG & CO.
Hongkong, 12th August, 1901. [1667]

NEW ADVERTISEMENTS

THE OSAKA SHOSHEN KAISHA,
LIMITED.FOR TAMSUI VIA SWATOW AND
AMOI.THE Company's Steamship
"DAIGI MARU,"
Captain K. Sobajima, will be despatched for
the above ports on WEDNESDAY, the 14th
instant, at Noon.For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 12th August, 1901. [17]INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"YUENSANG,"
Captain Relife, will be despatched as above on
WEDNESDAY, the 14th inst., at 4 p.m.This Steamer has superior accommodation for
First Class Passengers, is fitted throughout
with Electric Light, and carries a Doctor.For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 10th August, 1901. [2044]FOR SHANGHAI AND VLADIVOS-
TOK.THE Steamship
"TAIFU,"
now in Port, will be despatched as above on or
about WEDNESDAY, the 14th instant.For Freight or Passage and other informa-
tion, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 12th August, 1901. [2047]AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship
"CHINA,"
Captain A. Levi, will leave for the above
places on SUNDAY, the 15th instant, at
DAYLIGHT.For Freight or Passage, apply to
SANDER, WILDER & CO.,
Agents.
Hongkong, 12th August, 1901. [16]

LOST.

A SILVER WATCH and a GOLD SEAL-
RING bearing the Monogram "G. P."
Both attached to a GOLD FLAT-LINK
CHAIN.Finder will be rewarded by returning same
to—
LAUTS, WEGENER & CO.,
20, Des Voeux Road.
Hongkong, 9th August, 1901. [2022]

H. F. CARMICHAEL

CONSULTING ENGINEER,
SURVEYOR AND CONTRACTOR,
QUEEN'S BUILDINGS.TELEGRAMS, "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition.Lieber's Standard Code.
TELEPHONE, 232.
Hongkong, 21st June, 1901. [1554]

THE WANCHAI STORING COMPANY

ARE now prepared to receive Goods for
Storage in their Godowns, situated on
PRAYA EAST (late McGregor Barracks).Landing and Shipping of Cargoes is
facilitated by means of the spacious strong
Pier lately constructed in front of these
Godowns.

Terms Moderate.

Apply to the SECRETARY on the Pre-
mises.
Hongkong, 10th August, 1901. [2033]

NOTICE TO MARINERS.

No. 367.

CHINA SEA.

DISCOVERY OF A DANGEROUS REEF
TO THE SOUTHWEST OF THE
GREAT YANGTZE BANK.THE following Hydrographical Note by
Lieutenant Commander W. O. LYNE,
Commanding H. B. M. Surveying vessel
"Waterwitch," is hereby circulated for general
information:—"Hydrographical Note."
"H. M. S. Waterwitch,"
Shanghai, 1st August, 1901.A coral patch on the bottom lies in Latitude
32 deg. 07 min. 15 sec. N. Longitude 125 deg.
1 min. E. It extends about a quarter of a mile in
NE. and SW. direction, and is about 60 yards
wide; the least depth obtained is 18 feet, but
less water probably exists.From the SW. extreme of the patch for a
distance of 4 miles in a SW. by S. direction
extends a rocky ledge, the least water obtained
on which was 17 fathoms.Very heavy overfalls and tide-rips were
seen on the patch, and they extended about 1
mile NE. and 1 mile SW.The shallowest spots are apparently at the
extremes of the patch. At the NE. extreme the
sea was breaking occasionally, and it would
probably break all over the patch with a
moderate sea running.The overfalls and tide-rips should be visible
from a ship for at least a mile, and with a
favourable light, the light-green colour over
the coral patch should be seen from the same
distance.There are depths of 27 to 30 fms., sand and
mud, at a distance of about a quarter of a mile
all round the patch, except where the rocky
ledge extends, so the lead will give no warning
until within the limit where the bottom becomes
volcanic rock, corals and broken coral.This patch is probably identical with Costa
Rica Breakers, reported 1863; Socotra Rock,
June 1900; Chiyun shoal, Sept. 1900; Bombay
Discovered Water, October 1900.Tidal streams run very strong over and in
the vicinity of the rock, and they are of a
rotatory nature. The stream was running
South 2 knots an hour when the "Waterwitch"
was close to the patch.(Sd.) W. O. LYNE,
Lieut. Commander.
By Order of the Inspector-General of
Customs.
W. FERD. TYLER,
Imperial Maritime Customs,
Coast Inspector's Office,
Shanghai, 2nd August, 1901. [2040]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-DAY (MONDAY),
the 12th August, at 11 a.m., at Messrs.
Kung Wo's Godowns, near Gas
Co.'s Works, West Point.8 Large and 8 small Casks, Australian
TALLOW, 23 Casks VINEGAR, 3 Casks
BLANDED, 41 Bales HEMP, 305 Boxes
REEF FAT, 16 lengths (each 15 fathoms) 24 in.
CABLE CHAIN, 1 PATENT ANCHOR,
1 Box WINCH BOLTS and BRASSES, 2
Bundles WINCH FITTINGS and 7 Pieces
CAST IRON PART OF WINCH.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 10th July, 1901. [2032]

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have
received instructions from the Vendors
to Sell by Public Auction in
SIX LOTS,
VALUABLE LEASEHOLD
PROPERTY.Situate at Yau Ma Tei in the Dependency of
Kowloon and Colony of Hongkong registered in
the Land Office respectively as Kowloon
Inland Lots Nos. 230, 251, 252, 253, 254 and
255.TO-DAY (MONDAY),
the 12th day of AUGUST, 1901, at 3 p.m.,
on the Premises.The following is a description of the Prop-
erty:—Lot 1. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 230 together with the Messuage or
Tenement thereon known as No. 11, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.Lot 2. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 251 together with the Messuage or
Tenement thereon known as No. 13, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.Lot 3. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 252 together with the Messuage or
Tenement thereon known as No. 15, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.Lot 4. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 253 together with the Messuage or
Tenement thereon known as No. 17, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.Lot 5. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 254 together with the Messuage or
Tenement thereon known as No. 19, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.Lot 6. All that Piece or Parcel of Ground
situate lying and being at Yau Ma Tei aforesaid
registered in the Land Office as Kowloon
Inland Lot No. 255 together with the Messuage or
Tenement thereon known as No. 21, Recla-
mation Street, Yau Ma Tei. Area 750 square
feet. Annual Crown Rent \$10.All the above 6 Lots are held from the Crown
for the term of 75 years.For further Particulars and Conditions of
Sale, apply to
JOHNSON, STOKES & MASTER,
Solicitors for the Vendors.HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th July, 1901. [1903]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
TO-MORROW (TUESDAY),
the 13th August, 1901, at 2.30 p.m., at his
Sales Rooms, Queen's Road.SUNDRY HOUSEHOLD FURNITURE,
PICTURES, CARPETS, &c.,
CROCKERY, GLASS and PLATED
WARE.CAMERA, MAGNIFYING CAMERA,
TYPEWRITER, BICYCLE, and PIANO,
&c., &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,
Auctioneer.
Hongkong, 10th August, 1901. [2031]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
TO-MORROW (TUESDAY),
the 13th August, 1901, at 2.30 p.m.,
at No. 5, CAINE ROAD (The Residence of
Captain Messers).THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE,
Consisting—PEAK SIDEBOARD, DINING TABLE,
CHAIRS, GLASS and CROCKERY
WARE, CURTAINS, CARPETS, RUGS,
&c., &c.BRASS-MOUNTED DOUBLE BED-
STEAD, WARDROBE with MIRROR,
BUREAU, WASHSTAND, TOILET
CROCKERY, &c., &c.TAPESTRY COVERED EASY
CHAIRS, RATTAN CHAIRS, CHROMOS,
ORNAMENTS, MARBLE CLOCK, WRIT-
ING DESK, &c., &c.TWO BICYCLES in good condition,
and
A COTTAGE PIANO by Collard and
Collard.On view from Monday, the 12th August.
Catalogues will be issued.

TERMS: Cash on delivery.

GEO. P. LAMMERT,
Auctioneers.
Hongkong, 6th August, 1901. [1986]

PUBLIC AUCTION.

THE Undersigned have received instructions
to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW (TUESDAY),
the 13th August, at 3 p.m., alongside
Douglas S.S. Co.'s Wharf.ONE STEAM LAUNCH
Length, 47 feet; Beam, 8 feet; Depth, 5 feet
6 inches; Cylinders, 5 inches by 7 1/2 inches.
Built in 1895.HULL, ENGINES and BOILER
thoroughly overhauled in November, 1900; and
all Copper on her Bottom renewed—Non-
Condensing.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 7th August, 1901. [2000]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions
from the Captain Superintendent
of Police to Sell by Public Auction,
onFRIDAY,
the 16th August, 1901, at 11 a.m., at the
Central Police Station.33,400 CARTRIDGES for SMALL ARMS,
8,200 EMPTY SPORTING CARTRIDGE
BOXES, 3,400 PERCUSSION CAPS (Small
Boxes), 885 REVOLVERS, 128 PISTOLS,
40 WINCHESTER RIFLES, 870 RIFLES
(MUSKETS and CARBINES), 7 FOWL-
ING PIECES, a quantity of BAYONETS,
118,455 CARTRIDGES for RIFLES, RE-
VOLVERS, &c. (stored in Cases at the
Government Depot, Stonecutter's Island), 311
MUSKETS, 12 CARBINES, 48 RIFLES,
4 PISTOLS, 8 OFFICERS' SWORDS,
23,150 ROUNDS of CARTRIDGES for
SMALL ARMS and 3 CASES CAR-
TRIDGES for SMALL ARMS (stored at
the Government Depot).CONDITIONS OF SALE.—
The above will be sold only to those who hold
licences to deal and trade in arms and to those
having licences to carry or possess arms.

TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 9th August, 1901. [2026]

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MR. G. P. LAMMERT will Sell by
Public Auction,
at his Office, Duddell Street,
onFRIDAY,
the 23rd August, 1901, at 3 p.m.,
VALUABLE LEASEHOLD PROPERTY
Situate at
Shaukiwan, in the Island of Hongkong,
Consisting of
Shaukiwan Lots Nos. 18, 19, 20, 21, 22, 23,
125 and 385 which are held as to Lots Nos.
18, 19, 20, 21, 22, 23, and 125 for the residue
of several terms of 999 years and as to Lot
No. 385 of the residue of a term of 75 years.
Particulars and Conditions of Sale may be
obtained fromMESSRS. DEACON & HASTINGS,
10, Queen's Road Central,
Vendor's Solicitors,
or
MR. GEO. P. LAMMERT,
Auctioneer.
Hongkong, 9th August, 1901. [2025]

SANITARY BOARD.

OWNERS of HOUSES situated in the
Western Division of the City of Victoria
and in the Eastern Division of Kowloon, who
have not had their premises LIMEWASHED
and CLEANED in accordance with law, are
reminded that the period during which the
work should be finished ends on the 1st day of
August, 1901, and the Sanitary Board being
convinced of the necessity of CLEANLINESS
in its efforts to STAMP OUT PLAGUE is
determined to PROSECUTE any Owner in default after the above-named
date.The Eastern Division of the City lies to the
East of Garden Road. The Eastern Division
of Kowloon is all that part of the Kowloon
Peninsula to the East of Robinson Road, and
includes Hung Hom and part of Tsim Sha
Tui.By Order,
G. A. WOODCOCK,
Acting Secretary.Sanitary Board Office,
1st August, 1901. 1943

WANTED.

BOARD and LODGING or to join a
thoroughly good Mess.
Reply, in confidence, to—
Z. A. C.,
Care of Daily Press Office.
Hongkong, 3rd August, 1901. [1965]

WANTED.

GOOD JOBBING COMPOSITORS.
Permanency for competent men.
Apply at—
Daily Press Office.
Hongkong, 30th July, 1901. [1910]

IMPERIAL BANK OF CHINA

WANTED.

AN experienced man of business to act
as COMPTROLLER from next China
New Year.Full particulars can be obtained on applica-
tion to the undersigned.For the IMPERIAL BANK OF CHINA,
E. W. RUTTER,
Manager.
Hongkong, 31st July, 1901. [1922]

WANTED.

JUNIOR CLERK (English). Salary \$150.
Apply with testimonials to—
Y. Z. X.,
Care of Daily Press Office.
Hongkong, 8th August, 1901. [2011]

WING CHEONG,

Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASS-CLOTHS.General Exporters of
ANDRE and CASSIA OILS,
&c., &c. Stock always on Hand.AN INSPECTION IS RESPECTFULLY SOLICITED.
Note.—We beg to announce that we also
buy all kinds of Curios at Moderate Prices.1 & 3, D'ARQUIER STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901. [1811]

BAILEY & MURPHY.

CONSULTING ENGINEERS AND
SURVEYORS.

60 & 62, DES VOEUX ROAD.

Telephone No. 187. Telegrams "Contract."

W. S. BAILEY, M.I. MECH. E.

E. O. MURPHY, W. S. A.M.I. MECH. E.

Hongkong, 4th January, 1901. [1]

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
HAI BANKING CORPORATION. Rules
may be obtained on application.INTEREST on deposits is allowed at 3 1/2
PER CENT. per annum.Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.For the HONGKONG AND SHANGHAI
BANKING CORPORATION.
T. JACKSON,
Chief Manager.

Hongkong, 4th October, 1900. [23]

HONGKONG & SHANGHAI BANK-
ING CORPORATION.PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STEELING RESERVE.....\$10,000,000
SILVER RESERVE.....\$10,000,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000COURT OF DIRECTORS.
R. SHAW, Esq.—Chairman.
Hon. J. J. BELL IRVING, Esq.—Deputy Chairman.
A. Haupt, Esq. H. Schilt, Esq.
A. Meyer Moes, Esq. N. A. Siebs, Esq.
A. J. Raymond, Esq. H. W. Slade, Esq.
R. L. Richardson, Esq. H. E. Tomkins, Esq.
Paul Witkowski, Esq.CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.
MANAGER:
Shanghai—H. M. BEVIS, Esq.LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per
Cent. per annum on the daily balance.ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per

TO LET.

TO LET.

IMMEDIATE POSSESSION.
1 LARGE and WELL-VENTILATED
ROOM, with BATHROOM, at No. 37,
CAINE ROAD.
Apply to—
R. J. REMEDIOS,
Mercantile Bank.
Hongkong, 25th July, 1901. [1887]

TO LET.

FURNISHED, for Two Months, from 15th
August, No. 3, CAMERON VILLAS.
For Particulars, apply to—
TURNER & CO.
Hongkong, 10th August, 1901. [2038]

TO LET.

"EASTLEY," UPPER RICHMOND
ROAD, Nos. 3, 5 and 6, RICH-
MOND TERRACE.
Apply to—
LAU CHU PAK,
Care of A. S. Watson & Co., Ltd.
Hongkong, 1st August, 1901. [1935]

TO LET.

HOUSE No. 3, LOWER CASTLE
ROAD.
Apply to—
T. EDWARDS,
No. 22, Stanley Street.
Hongkong, 9th August, 1901. [2024]

TO LET.

"FERNSIDE," No. 37, ROBINSON
ROAD.
Apply to—
S. A. RAMJAHN,
Care of Thomas's Grill Room.
Hongkong, 1st August, 1901. [1937]

TO LET.

N.O. 8A, QUEEN'S ROAD CENTRAL.
Apply to—
KWONG CHEONG WO,
No. 239, Des Vaux Road.
Hongkong, 9th July, 1901. [1733]

TO LET.

TWO EUROPEAN HOUSES, Nos. 18
and 20, LEIGHTON HILL ROAD.
Apply to—
HONGKONG & KOWLOON LAND
& LOAN COMPANY, LTD.,
No. 8, Queen's Road West.
Hongkong, 7th August, 1901. [1898]

TO LET.

HOUSES (now in course of erection and
nearing completion) in a first-class
business locality, DES VEAUX ROAD CENT-
RAL, next to A. Tack's Furniture Store.
Ground Floors suitable for Shops. Upper
Floors have plastered ceilings and walls, and
are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 7th August, 1901. [1899]

TO LET.

TWO FURNISHED ROOMS, QUEEN'S
ROAD CENTRAL, No. 72.
APPLY ON THE PREMISES.
Hongkong, 24th July, 1901. [1897]

TO LET.

NO. 12, BELLIOS TERRACE.
OFFICES and SHOPS in BEACONSFIELD
ARCADE.
SMALL GODOWN in DUDDELL STREET.
For Particulars, apply to—
TURNER & CO.
Hongkong, 26th July, 1901. [1876]

TO LET.

A HOUSE in BIPON TERRACE.
BLUE BUILDINGS, No. 3, 2ND FLOOR.
"THE RETREAT," MOUNT KELLET.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 13th July, 1901. [86]

TO LET.

NO. 1, STEWART TERRACE, the
PRAK.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 17th July, 1901. [1739]

TO LET.

GODOWN, No. 5A, DUDDELL STREET
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 5th July, 1901. [1692]

TO LET.

THE GODOWN in West Point
(Kennedy Town) known as Feather
Factory, now occupied by the Hongkong and
Kowloon Wharf and Godown Co., Ltd.
For Particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET.

BOARD AND RESIDENCE.
MRS. GILLANDERS
"GLENWOOD."
21, CAINE ROAD.
Hongkong, 20th September, 1900. [869]

TO LET.

COMFORTABLY FURNISHED
ROOMS, with Board.
Apply to Mrs. MATHER,
9, Pedder's Hill.
Hongkong, 1st January, 1892.

TO LET.

THE Underigned carry in Stock an
extensive line of CIGARS and
CIGARETTES from the "GERMANIA"
FACTORY of Manila, for which they are
Sole Agents in Hongkong. Prices moderate.
Stock of specially selected quality. A trial
sample sent to Exporters.
T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 2nd August, 1901. [1884]

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T. M. STEVENS & CO.,
1, Duddell Street.
Hongkong, 2nd August, 1901. [1884]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LD.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the rate of 10 per
cent, or \$1.50 per Share, declared at the
Ordinary Half-Year Meeting of Shareholders,
held this day, may be payable at the Hongkong
and Shanghai Banking Corporation on
and after WEDNESDAY, the 7th August,
1901.

Shareholders are requested to apply to the
Office of the Company for Warrants.
By Order of the Board of Directors.
T. A. R. NOLD,
Secretary.

Hongkong 8th August, 1901. [2010]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in this
Corporation will be held at the City
Hall, Hongkong, on SATURDAY, the 17th
day of August, at NOON, for the purpose
of receiving the Report of the Court of
Directors together with a Statement of Accounts
to 30th June, 1901.
By Order of the Court of Directors.
T. JACKSON,
Chief Manager.

Hongkong, 31st July, 1901. [1925]

HONGKONG AND SHANGHAI BANK-
ING CORPORATION.

NOTICE IS HEREBY GIVEN that the
REGISTERS of SHARES of the
Corporation will be CLOSED from SATUR-
DAY, the 3rd, to the 17th day of August
(both days inclusive), during which period no
Transfer of Shares can be Registered.
By Order of the Court of Directors.
T. JACKSON,
Chief Manager.

Hongkong, 31st July, 1901. [1926]

UNIVERSAL TRADING COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIRST ORDINARY ANNUAL
MEETING of SHAREHOLDERS in the
Company will be held at the COMPANY'S
OFFICE, No. 4, Des Vaux Road Central, on
SATURDAY, the 17th instant, at 12 o'clock
NOON, for the purpose of receiving the Report
of the General Manager, together with a
Statement of Accounts to 30th June, 1901,
and electing an Auditor.
The TRANSFER BOOKS of the Company
will be CLOSED from TUESDAY, the
13th to SATURDAY, the 17th instant, both
days inclusive.

ELLIS KADOORIE,
General Manager.

Hongkong, 10th August, 1901. [2035]

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held at the COMPANY'S HOTEL,
on WEDNESDAY, the 21st August, 1901,
at NOON, for the purpose of receiving a
Statement of Accounts of the Company to the
30th June, 1901, with the Report of the
Directors, and to discuss any matter that may
be brought before the meeting.
The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 21st
August, both days inclusive.
By Order of the Board.
C. MOONEY,
Secretary.

Hongkong, 10th August, 1901. [2036]

HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY
MEETING of SHAREHOLDERS
will be held in the Office of the Company,
Queen's Buildings, Connaught Road, on
MONDAY, the 19th August, at 12 o'clock
NOON, for the purpose of receiving the Report
of the Directors and the Statement of Accounts
to the 30th June, 1901.
The TRANSFER BOOKS of the Company
will be CLOSED from the 5th to 19th August,
both days inclusive.
By Order of the Board of Directors.
THOS. I. ROSE,
Secretary.

Hongkong, 26th July, 1901. [1877]

GREAT EASTERN AND CALEDONIAN
GOLD MINING CO., LIMITED
(IN LIQUIDATION).

AN EXTRAORDINARY GENERAL
MEETING of the PREFERENCE
SHAREHOLDERS of the above-named
Company will be held at the COMPANY'S
OFFICE, No. 14, Des Vaux Road, on
TUESDAY, the 20th of August, at 12.15
o'clock P.M., when the subjoined resolution,
which was passed at the Extraordinary
Meeting of Preference Shareholders held
on the 20th of July, 1901, will be submitted
for confirmation as a Special Resolution, viz.:
That in lieu of making a Call, the Preference
Shareholders do accept the proposal of the
Liquidator to divide the available assets among
them.

The Liquidator,
M. BENNECKE,
Hongkong, 5th August, 1901. [1975]

TERRAU PLATING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that in
accordance with Article IX paragraph 3,
of the Articles of Association of the Company,
the following shares have been forfeited:—
10801-11000
11286-11335
11536-11585
11738-11885
14386-14485
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 6th August, 1901. [1985]

NEW MUSICAL PUBLICATIONS

MAESTRO A. CATTANEO.

GRAND MASS (with Organ Accep.)
No. 1 ALBUM (3 Songs, English & Italian).
No. 2 ALBUM (3 Songs).
The "LILY" Waltz and "ELIZA" Waltz.
NEW FEATURE—
Pocket Edition of Pianoforte Music, including
March dedicated to Hongkong Volunteers
and Polka to Peak Residents.
To be had of all Music Dealers. [1078-2]

THE CHINESE GOVERNMENT contemplates stop-
ping the Yellow River embankment fund, which
represents several millions annually. Great
anxiety is felt lest the hundreds of workmen
which this work has maintained will resort to

NORTHERN NOTES.

The following items are from the P. & T.
Times of the 27th July:—
Prince Ching is endeavouring to introduce
water-works in Peking.

Several wealthy citizens in Tientsin have
been identified by certain missionaries as Boxer
leaders.

The J. J. reports another conflagration at
the East Arsenal, in which two Russians were
burnt to death.

Prince Ching is reported to have gone as far
as Chengtun to inspect the route for the
Imperial return.

Some Japanese are about to establish a
newspaper in Peking, and the plant has already
arrived from Japan.

Prince Li, one of the Imperial Clan, has
received secret instructions to join the Court
at Hsian and is already well on his journey.

Small garrisons of Chinese soldiers are to
preserve order in the districts around Peking,
the camps averaging from 250 to 500 each.

By permission of the P. G. an Anglo-
Japanese school is to be opened in the city, in
which poor pupils will be accepted free.

The commander of the Imperial Bodyguard
has decided to dismiss a number of the men, as
he finds them too old and inefficient for service.

The J. J. states that the Sanitary Depart-
ment of the Provisional Government has opened
a hospital for Chinese females in the city.

Yuan Shih-kai has ordered the tribute-rice
Yamen at Tientsin to be repaired for the
reception of the Court in case the Imperial
party return via that place.

Seventeen men were caught and decapitated
along the Shanhaikwan line for stealing rails,
the railway property. The line was not damaged
as first reported.

Imperial Edict recently ordered Yuan
Shih-kai to offer special sacrifices to the memory
of his late "mother" as a reward for having so
virtuously a son.

The first instalment of tribute-rice has
arrived at Tientsin, and the official in charge has
gone down to arrange for its immediate trans-
fer to Peking by rail.

On the 20th instant the Board of Punishment
in Peking created 11 Boxers and other criminals,
including a Boxer leader who had only just
returned to Peking.

Yung Ting-Mon, Peking, having, having
been given back to the Chinese, they are now
levying a tax of 800 cash on each roadside stall
to help defraying the expenses of repairing the
same.

At a place near Wen-an to the south-west of
Tientsin, about 200 fully armed and well-mounted
brigands have established themselves, and the
villagers are preparing to resist them.

A vision of two pierced half-moons adorning
a halo round the moon proper, is reported by
Chinese papers to have been seen in Peking on
1st July, and to foreshadow some fresh disaster.

Lieut.-Col. Swann, who as one of the most
able members of Gen. Lorne Campbell's staff
made a large circle of friends in Tientsin,
left here on Thursday morning for Shanghai
en route for home.

The gentry of Chihli have uncomplacently
Li to exempt them from any indemnity taxation,
in consideration of their sufferings by Boxers
and foreign troops; otherwise there may be
rebellion. Li is endeavouring to arrange
matters.

Some of the Tientsin gentry who recently
petitioned the Provisional Government for the
release of a certain merchant arrested for
entering the city with arms, are reported to
be now blackmailing the man for having
rendered him this service.

Officers will henceforth wear mufti in accor-
dance with custom usually observed in canton-
ments in India, except at public functions,
or social gatherings where officers of other
nationalities are likely to be encountered, when
uniforms must be worn.

The Provisional Government has exempted
all houses of less than five rooms from any
taxation. This will probably be much appreciated
by the Chinese and go far to remove the
dissatisfaction which existed at the imposition
of a tax to which the natives were not
accustomed.

The high officials in Hsian boast that peace
has been re-established with the resumption of
the various Government Departments, and the
destruction of the archives, and handing out of
the six Boards is believed to have covered all
the ground that could possibly be included in
any demand for reform.

Too much importance must not be attached
to the friendly reception being meted out to the
missionaries now visiting Tientsin, as it
might well be part of China's set purpose to
disarm suspicion by effusive friendship to the
Mission. To our thinking, the "gush" is being
a trifle overdone, and is unnatural.

An impudent robbery took place on the 19th
instant in a cash shop opposite the Yamen, and
the case is now before the Provisional Govern-
ment. Among the money stolen there were
several Chinese bank notes, which were
immediately stopped and three men were
arrested the next day trying to cash some of
them.

Li Hung-chang in reply to the Ministers in
regard to the imposition of a poll tax, stated
that it is against the law to increase the taxation
of the people; moreover if the native Christians
were not included in the tax it would lead to
further trouble or drive the heathens to join
the Christians. He therefore considered any
taxation of the kind very difficult.

Li Hung-chang has requested the court to
grant posthumous honours to all military
officials who lost their lives fighting against
foreigners at Tientsin and Taku. He maintains
that though they were unsuccessful they showed
a patriotism which should be rewarded, and he
specially mentions the Tientsin brigadier
General Hsu Taping, and the Taku Colonel
Chao-chi.

Li Hung-chang has sent a dispatch to the
French Minister reporting the case of a
Catholic Missionary whom he alleges recently
went to a place called Hsiao-hua, and intimi-
dated the official—carrying a revolver—into
signing a promissory note for a large sum of
money. Li points out that it was just such
conduct that brought on the trouble last year,
and demands the missionary's recall home.

The German Consession has been enlarged,
with the consent of the Imperial Chinese
Government, by territory situated between the
Taku Road and the Race-Course Road. The
limits of the Extension are marked by German
flags. German or foreign subjects who have
acquired rights of property on this Extension,
are requested to send in their title-deeds to the
Consulate before the 15th of next August.

The Chih Pao states that in the free burial
ground provided for the poor on the east side
of the river, the body of a man, buried alive
was discovered by a funeral party who were
digging a grave. They had only covered
about a foot of earth when they came upon
the body, and breathing. They instantly
conveyed the body to a house and he is believed
to have revived. It was probably the work of
some robbers.

The Chinese Government contemplates stop-
ping the Yellow River embankment fund, which
represents several millions annually. Great
anxiety is felt lest the hundreds of workmen
which this work has maintained will resort to

raffianism in consequence of being thrown out
of employ, and some are reported to have
already joined the ranks of Chihli. It is
argued that any disturbance caused by these
people may afford the conservative party an
additional excuse to prevent the Court's return.

TIGER-NETTING IN INDIA.

A correspondent writes to the Globe: I am
among the few fortunate Englishmen who
have participated in the rarest form of big
game hunting—the netting of a royal tiger.
It is a sport of a royal "Bengal" tiger in this con-
nection would be geographically inaccurate, for
it is in one corner of the Madras Presidency only
that this sport takes place. This is the Wynnad,
an elevated plateau, broken up into countless
hills. Here coffee, tea, and cinchona are
cultivated, and twenty years ago the district
came into brief, but notorious, prominence in
the City of London owing to the discovery of
gold. Companies were hastily formed and
nearly capitalised, but the mines never gave
any promise of paying dividends even on reason-
able capital owing to refractory ore. The
Wynnad is, however, a paradise for sportsmen.
Elephants and bison roam wild here and several
kinds of deer, which provide food in plenty for
tigers and leopards. Consequently these big
cats rarely attack cattle and will not look at a
fethered calf or kid. The hunting of them is
very difficult, for cover abounds. By lucky
chance one may stumble on one when he has
his rifle with him, and thus get a shot, other-
wise he may spend months, and even years,
without catching a glimpse of them, although
off on a still night he will hear their loud purr
as they come up from drinking at a stream
where in the morning their paws will be plainly
visible in the soft red clay.

The natives of the Wynnad are good sports-
men, and they have experienced equal difficulty
in bagging the lordly deer-slayer. Nor is
the desire to secure a tiger-skin solely a matter
of sport with them. Now and again "stripes"
turns cattle-lifter, and before he is de-
stroyed or his taste for beef gratified, he
will decimate a herd. It can, therefore,
be understood that among Wynnad culti-
vators there is an inbred animosity against
tigers very similar to the feeling of the British
farmer towards the fox. With peculiar ac-
curacy they devised a simple system of netting
which in favourable circumstances is almost
invariably successful. To understand this system
one must realise the lie of the land. The hills
are mostly grass, but in their folds are thick
woods, from half an acre to five acres in extent.
Between the hills are swamps which are under
rice cultivation. If a tiger be marked down in
one of the smaller woods when the grass on the
hills is short it is quite a simple job to run a
net round the wood and wait results.

On a lovely morning in the early autumn
news was brought to me that a tiger had been
encountered. Short time did I spend in equip-
ping the four intervening miles. The Wynnad
at that time of the year is singularly beautiful.
The air is soft and balmy, large-winged but-
terflies flutter ahead of you; flocks of parrots fly
screeching above, and innumerable pleasant
sounds and accents rise from the surrounding
jungle. Arrived at the scene of action, I found
a large gathering of the leading farmers and
their labourers armed with spears, guns, staves,
and bows and arrows. The farmers are fair-
skinned men with rather a Jewish cast of
countenance. They are evidently immi-
grants to this upland in comparatively recent
times. The labourers are a low
type, very black, many with curly hair,
thick lips, and a distinctly negro look.
They are supposed to be the aboriginals
of the country, and of the ancient Dravidian
stock. As a rule these slaves are downcast
and humble in demeanour, but on this occasion thanks
to an ample supply of Dutch courage in the form
of strong arago palm arrack, they were bold and
bravado, not to say truculent. They had
succeeded in their hunting dogs, a yellow set of
lurcher, well-fed and full of pluck and cunning.
The tiger had killed a cow the preceding after-
noon and dragged it into a small wood on the
opposite hillside. Within three hours nets had
been run round the wood, and all night fires
had been kept alight; tom-toms freely thumped,
accompanying by profane swearing at the tiger
and all his female relatives. The nets re-
sembled large-meshed sheep nets; they were
fastened lightly, about six feet high, and hung
so that they would bag easily when the animal
rushed.

I was given a spear, and the sport began.
One or two of the more adventurous were sent
within the wood where they climbed trees and
acted as markers. Then the others shouted,
guns were fired off, stones flung, and the dogs
let loose. The din was terrific, but suddenly
above it all came the unmistakable roar of a
tiger. The excitement was intense. The
shrill voices of the markers in the trees could
be distinctly heard. "The tiger is going up
the hill; he is running to the right; he
has turned back; he is going to rush through
at the north end. Look out, he is very
angry." I had been posted at the end of an
open glade; two of the farmers were with
me. It seemed an unlikely spot for the beast
to break cover, but they did not agree with me.
For a moment I thought they were right.
Not twenty yards off and coming straight
towards me was an infuriated tiger, two dogs
baying at his flank. Between me and him was
a flimsy sheep-net. I had nothing more; the only
weapon I had was a rusty spear. I suppose
all the sins of my life should have
crowded into my brain at that moment,
or I should have thought of fighting wild
beasts at Epheesus, or something else. I thought
of nothing. I was drunk, mad drunk, with
excitement. I besought the royal beast to
charge; I shouted wild challenges at him. I
was consumed with a burning desire to drive
my spear home. After that he might chew
me up for all I cared. It was not to
be; he turned short five yards from the
net. Ten minutes later I saw him rush
out higher up the hill and roll over and over
in the net for all the world like a gigantic rabbit.
A dozen spears were in him at the instant.
He had no chance whatever. It is rare that
a man is hurt during the rush; the fatalities
chiefly occur when the tiger gully, and a man
well primed with drink is sent into the
wood to stir him up. This drunken-
ness is the reason why few Europeans
hear of tiger-netting, and why one is never
allowed to stand in the likeliest spot. The
farmers fear a drunken spear-thrust, so easily
given in the excitement of the moment.
However, I was fortunate, and those five
seconds when I thought the tiger would charge
will remain with me all my life a thrilling
memory.

ON SALE.

ON SALE.

THE

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 3, together with the number denoting the section.

- SECTIONS.
1. From Green Island to the Harbour Master's Office.
2. From Harbour Master's Office to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORT OF CALL.	COLOMANDEL	Brit. str.	2 m.	P. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON	PEREUS	Brit. str.	2 m.	Stentor	BUTTERFIELD & SWIRE	On 20th inst.
LIVERPOOL DIRECT	STENTOR	Brit. str.	2 m.	Dickens	BUTTERFIELD & SWIRE	On 21st September.
MARSEILLES & LONDON	PATROCLUS	Brit. str.	2 m.	C. Polack	MELCHERS & CO.	On 21st inst.
MARSEILLES, LONDON & ANTWERP, &c.	KONIG ALBERT	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On 21st inst. at Noon.
HAYRE, BREMEN & HAMBURG	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 21st inst. at Daylight.
HAYRE & HAMBURG	ACILIA	Ger. str.	2 m.	Roerden	HAMBURG-AMERIKA LINIE	To-day.
HAYRE & HAMBURG	SIHIRIA	Ger. str.	2 m.	Porzilius	HAMBURG-AMERIKA LINIE	On 27th inst.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 10th September.
HAYRE & HAMBURG	HEATHBURN	Brit. str.	2 m.	W. Townsend	DOUGALL & CO. LIMITED	On 21st September.
NEW YORK VIA PORT OF SUZ CANAL	ARARA	Brit. str.	2 m.	Kendall	CARLOWITZ & CO.	On 5th October.
NEW YORK VIA SUZ CANAL	L. SCHEFF	Amer. ship.	2 m.	Forst	ARNHOLD, KARBURG & CO.	About 10th inst.
NEW YORK VIA SUZ CANAL	L. F. CHAPMAN	Amer. ship.	2 m.	O. P. Marshall, R.N.R.	HAMBURG-AMERIKA LINIE	On 14th inst. at Noon.
NEW YORK VIA SUZ CANAL	ARAGONIA	Amer. ship.	2 m.	G. D. Bowles, R.N.R.	DOUGALL & CO. LIMITED	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	MANUEL LLAGUNA	Brit. str.	2 m.	J. Barker	CANADIAN PACIFIC R. CO.	On 14th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	TAIPEI	Brit. str.	2 m.	H. Peterson	DOUGALL & CO. LIMITED	On 19th inst.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 24th inst. at Daylight.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	DOMIC	Amer. ship.	2 m.	G. W. Cockman, R.N.R.	PACIFIC MAIL S. S. CO.	On 15th inst. at Noon.
AUSRALEA PORTS	STRATHGYLE	Brit. str.	2 m.	R. T. Cook, R.N.R.	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
YOKOHAMA VIA SHANGHAI & KOBE	GUTHRIE	Brit. str.	2 m.	Negro	MESSAGERIES MARITIMES	On 23rd inst. at 4 P.M.
YOKOHAMA & KOBE	KAMAKURA MARU	Jap. str.	2 m.	K. Suzuki	MESSAGERIES MARITIMES	On 23rd inst. at 4 P.M.
YOKOHAMA & KOBE	PERIN	Brit. str.	2 m.	S. Asami	MESSAGERIES MARITIMES	On 23rd inst. at Noon.
YOKOHAMA & KOBE	KASHING	Brit. str.	2 m.	E. L. Sommer	MESSAGERIES MARITIMES	To-day.
YOKOHAMA & KOBE	SANUKI MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 16th inst. at Daylight.
YOKOHAMA & KOBE	HAKATA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
YOKOHAMA & KOBE	ROSETTA MARU	Jap. str.	2 m.	G. W. Cockman, R.N.R.	NIPPON YUSEN KAISHA	On 2nd inst. at Noon.
YOKOHAMA & KOBE	MIKE MARU	Jap. str.	2 m.	R. T. Cook, R.N.R.	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA & KOBE	KWEIYANG	Brit. str.	2 m.	Negro	BUTTERFIELD & SWIRE	On 13th inst. at 3 P.M.
YOKOHAMA & KOBE	MAZAGON	Brit. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	PARHATTA	Brit. str.	2 m.	S. Asami	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	CHANGHUA	Brit. str.	2 m.	E. L. Sommer	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	TAIPEI	Brit. str.	2 m.	Negro	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	YARRA	Fren. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	MAIDURU MARU	Jap. str.	2 m.	S. Asami	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	ANFING MARU	Jap. str.	2 m.	E. L. Sommer	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	DANGI MARU	Jap. str.	2 m.	Negro	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	YUENSANG	Brit. str.	2 m.	K. Suzuki	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	SUNGKIAN	Brit. str.	2 m.	S. Asami	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	KUMANG	Brit. str.	2 m.	E. L. Sommer	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	HOLMIDA	Brit. str.	2 m.	Negro	BUTTERFIELD & SWIRE	On 14th inst. at Noon.
YOKOHAMA & KOBE	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 16th inst. at Noon.

SHIPPING.

ARRIVALS.

Aug. 9, HINSHAW, British str., 1,336, Loko, Hongkong 7th August, Coals—JARDINE, MATHESON & CO.
Aug. 9, KENOWAY, British str., 1,115, A. V. Rieger, Bangkok 3rd Aug. Rice and Teak—MELCHERS & CO.
Aug. 9, MAZAGON, British str., 2,279, G. W. Cockman, Bombay 24th July, General—P. & O. S. N. Co.
Aug. 10, TAIPEI, German str., 1,065, H. Martens, Chiofo 1st Aug., General—EAST ASIATIC TRADING CO.
Aug. 10, CHOYANG, British str., 1,194, G. H. Bowker, Shanghai 2nd Aug. and Swatow 9th Aug., General—JARDINE, MATHESON & CO.
Aug. 10, YUENSANG, British str., 1,128, P. H. Rolfe, Manila 7th August, Ballast—JARDINE, MATHESON & CO.
Aug. 10, ERIDAN, French str., 926, Ristorcelli, Shanghai 7th August, Mails and General—MESSAGERIES MARITIMES.
Aug. 10, I. F. CHAPMAN, Amer. ship, 2,013, Chapman, Kobe 10th July, General—ARNHOLD, KARBURG & CO.
Aug. 10, CITY OF CALCUTTA, British str., 2,800, W. Dawson, Singapore 5th Aug., General—CHINESE.
Aug. 10, DANGI MARU, Jap. str., 946, Solajima, Tamsui 15th August and Swatow 9th, General—M. B. KAISHA.
Aug. 10, MARIE JESSEN, German str., 1,700, Hemmet, Saigon 6th August, General—JESSEN & CO.
Aug. 11, AMARA, British steamer, 1,565, C. J. Mattook, Newchwang 23rd July and Swatow 10th August, General—JARDINE, MATHESON & CO.
Aug. 11, ANFING MARU, Jap. str., 1,083, S. Atsumi, Poochow 8th August, General—M. B. KAISHA.
Aug. 11, HANOI, French steamer, 798, Merles, Haiphong 8th August and Hoihow 9th, General—A. R. MARV.
Aug. 11, KOUSSING, German str., 1,291, Leuss, Bangkok 7th August, Rice—BUTTERFIELD & SWIRE.
Aug. 11, KWEIYANG, British str., 1,062, A. W. Outerbridge, Newchwang 30th July, Chiofo 1st August and Amoy 9th, General—BUTTERFIELD & SWIRE.
Aug. 11, LYKEMOON, German str., 1,238, Lehmann, Shanghai 7th August, General—SIEMSEN & CO.
Aug. 11, MALACCA, British str., 2,615, G. E. Andrews, Poochow 9th August, General—P. & O. S. N. Co.
Aug. 11, PATROCLUS, British steamer, 3,547, Dickens, Moji 6th August, General—BUTTERFIELD & SWIRE.
Aug. 11, SHIRLEY, British str., 1,000, Satchell, Moji 4th August, Coals—M. B. KAISHA.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
10th August.
Haiton, British str., for Swatow.
Idonene, British str., for Shanghai.
Sishan, British str., for Swatow.
Trym, Norwegian str., for Hoihow.
Apenrade, German str., for Hoihow.
Hans Menzell, German str., for Amoy.
Annam, Danish str., for Shanghai.
Arden, Austrian str., for Moji.

DEPARTURES.

10th August.
GLORY, British battleship, for Weihaiwei.
HUMBER, British storoship, for Weihaiwei.
ERIDAN, French str., for Europe.
MICHAEL JESSEN, German str., for Hoihow.
HUDSON, British str., for New York.
FUSHU, British str., for Shanghai.
HONG BEI, British str., for Amoy.
PEBIA, British str., for Manila.
TINGKANG, British str., for Hongkong.
ASTING, British str., for Canton.
11th August.
NINPO, British str., for Shanghai.
HAIYAN, British str., for Coast Ports.
ANNAM, Danish str., for Shanghai.
HANS MENZEL, German str., for Amoy.
SISHAN, British str., for Swatow.

VESSELS IN DOCK.

10th August.
ASBERDEN DOCK.—Y. Sontag, Canton River, Victoria.
COSMOPOLITAN DOCK.—Colonies, Taiwan, D. J. de Austria.

SHIPPING REPORTS.

The British steamer Malacca, from Poochow 9th inst., had light N.E. wind with rain to port. The British steamer Amoy, from Newchwang 29th inst. and Swatow 10th inst., had moderate and strong gales from N.E. to S.S.W. from 2nd till 6th inst., and rough sea off the Saddle; moderate S.E. winds to port of Swatow. Light variable winds and slight sea to port.
The British steamer Kwei-yang, from Newchwang 30th ult., Chiofo 1st inst. and Amoy 9th, had fresh winds increasing to strong gale from S.S.E. to E.S.E., with heavy sea from Shantung. Promontory to Yangtze; from rough sea from Amoy to port light variable winds and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—
L. SCHEFF, American ship, C. S. Kendall—Carlowitz & Co.
SEA WITCH, American ship, Howa—Master

VESSELS ON THE BEETH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship
"YARRA."
Captain Negre, will be despatched for the above ports on or about MONDAY, the 12th inst.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 6th August, 1901.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO AND RUBATINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF, and BAGDAD, also BARCELONA, VALENTIA, ALICANTE, ALGERIA and MALAGA.

THE Steamship
"BORMIDA."
Captain D. Costa, will be despatched as above TO-MORROW, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 7th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR POOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship
"ANPING MARU."
Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 31st July, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship
"KUMSANG."
Captain Baller, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 8th August, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)
"TARTAR," 4,425 Tons. Comdr. E. Becham, R.N.R. WEDNESDAY, 14th Aug. 1901
"EMPERESS OF INDIA," Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901
"ATHENIAN," 3,882 Tons Comdr. H. Mowatt. WEDNESDAY, 4th Sept. 1901
"EMPERESS OF JAPAN," Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901
"EMPERESS OF CHINA," Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent of the PACIFIC to the ATLANTIC, Halifax, New York and Boston with all Trans-Atlantic connections to Great Britain and the Continent are given choice of Atlantic Lines, which passengers to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.
The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender's Street.
Hongkong, 8th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAYRE, BREMEN & HAMBURG	On 12th Aug. Freight.
Capt. e. Dohren	(Calling at Singapore and Colombo)	
ALEXANDRIA	HAYRE & HAMBURG	On 27th Aug. Freight.
Capt. Roerden	(Calling at Singapore and Penang)	
SIBIRIA	HAYRE & HAMBURG	On 10th Sept. Freight and Passage.
Capt. Porzilius	(Calling at Singapore and Colombo)	
ANDALUSIA	HAYRE & HAMBURG	On 21st Sept. Freight.
Capt. Ehlers	(Calling at Singapore and Penang)	
ARABIA	HAYRE & HAMBURG	On 5th Oct. Freight.
Capt. Forst	(Calling at Singapore and Penang)	
ARAGONIA	NEW YORK VIA SUZ CANAL	Freight.
Capt. Forst	(end of August or beginning September)	

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.
STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

KONIG ALBERT	THURSDAY	5th September.
PRINZESS IRENE	THURSDAY	19th September.
PRINZ HEINRICH	WEDNESDAY	2nd October.
PREUSSEN	WEDNESDAY	18th October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	30th October.
SACHSEN	WEDNESDAY	18th November.
KIAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	27th November.
BAYERN	WEDNESDAY	11th December.
STUTTGART	WEDNESDAY	25th December.
KONIG ALBERT	WEDNESDAY	8th Jan., 1902.
PRINZESS IRENE	WEDNESDAY	22nd Jan., 1902.
PRINZ HEINRICH	WEDNESDAY	5th Feb., 1902.
PREUSSEN	WEDNESDAY	19th Feb., 1902.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	5th Mar., 1902.
SACHSEN	WEDNESDAY	

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONIG ALBERT" of the NORDDEUTSCHER LLOYD, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 19th August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 20th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Lison can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 12th August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLES AND LONDON	Malacca	Noon, 12th August	Freight or Passage.
SHANGHAI	Malacca	3 P.M. 13th August	Freight only.
SHANGHAI	Malacca	About 16th August	Freight or Passage.
LONDON, &c.	COLOMANDEL	Noon, 17th August	See Special Advertisement.
KOBE	PEKIN	About 17th August	Freight only.
YOKOHAMA VIA SHANGHAI AND KOBE	FORMOSA	About 23rd August	Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 7th August, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	KOBE and YOKOHAMA	TUESDAY, 13th Aug. at Noon.
M. Yagi	KOBE and YOKOHAMA	FRIDAY, 16th Aug. at DAYLIGHT.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 16th Aug. at DAYLIGHT.
YAMAGUCHI MARU	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 16th Aug. at Noon.
S. Yoshizawa	VICTORIA, B.C. and SEATTLE	MONDAY, 19th Aug. at 4 P.M.
KAMAKURA MARU	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 19th Aug. at 4 P.M.
H. Petersen	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PORT SAID, COLOMBO & PORT SAID	FRIDAY, 23rd Aug. at DAYLIGHT.
KAWACHI MARU	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug. at Noon.
J. S. Thompson	HAMA	FRIDAY, 23rd Aug. at 4 P.M.
ROSETTA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 23rd Aug. at 4 P.M.
KASUGA MARU	KOBE and YOKOHAMA	FRIDAY, 23rd Aug. at DAYLIGHT.
H. Fraser	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept. at 4 P.M.
HAKATA MARU	U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.
E. L. Sommer	KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 3, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	COROMANDEL	Brit. str.	2 m.	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 17th inst. at Noon.
LONDON	PELUS	Brit. str.	2 m.	S. J. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 20th inst.
LONDON	PATROCLUS	Brit. str.	2 m.	D. J. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 3rd September.
LIVERPOOL DIRECT	KONIG ALBERT	Ger. str.	2 m.	C. Polack	MELCHERS & CO.	To-day.
REMEN, VIA PORTS OF CALL	MALACCA	Brit. str.	2 m.	E. G. Andrews	P. & O. S. N. Co.	On 21st inst.
MARSHALLS & LONDON	KAWACHI MARU	Jap. str.	2 m.	J. S. Thompson	NIPPON YUSEN KAISHA	On 23rd inst. at Daylight.
HAVRE, BREMEN & HAMBURG	ACILIA	Ger. str.	2 m.	D. J. Vibert, R.N.R.	HAMBURG-AMERIKA LINIE	To-day.
HAVRE & HAMBURG	ALEXANDRIA	Ger. str.	2 m.	Porcelius	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	SIBERIA	Ger. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINIE	On 21st September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	2 m.	Porcelius	HAMBURG-AMERIKA LINIE	On 5th October.
NEW YORK VIA PORTS & SUEZ CANAL	HEATHBURN	Brit. str.	2 m.	Williamson	SHEWAN, TOMES & CO.	About 19th inst.
NEW YORK VIA SUEZ CANAL	ALARA	Brit. str.	2 m.	Kendall	ARNOLD, KARBURG & CO.	On 14th inst. at Noon.
NEW YORK	L. F. CHAPMAN	Amr. ship.	—	Forst	HAMBURG-AMERIKA LINIE	Quick despatch.
NEW YORK VIA SUEZ CANAL	MANUEL LAAGUNO	Amr. ship.	—	O. P. Marshall, R.N.R.	SHEWAN, TOMES & CO.	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	G. D. Bowles, R.N.R.	CANADIAN PACIFIC R. Co.	On or about 25th Oct.
VANCOUVER, VIA MOI, &c.	TARTAR	Brit. str.	2 m.	H. Barker	DODWELL & CO. LIMITED	On 14th inst. at Noon.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	CLAYBURN	Brit. str.	2 m.	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 19th inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAMAKURA MARU	Jap. str.	2 m.	H. Barker	NIPPON YUSEN KAISHA	On 19th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	2 m.	H. Barker	NIPPON YUSEN KAISHA	On 2nd September, at 4 P.M.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	NIPPON MARU	Jap. str.	2 m.	H. Barker	PACIFIC MAIL S. S. Co.	On 24th inst. at Daylight.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	DOUGLAS	Amr. str.	2 m.	McArthur	BUTTERFIELD & SWIRE	On 15th inst. at Noon.
SAN FRANCISCO VIA AMOY, SHANGHAI, &c.	ST. GEORGE	Brit. str.	2 m.	McArthur	GIBB, LIVINGSTON & CO.	On or about 15th Sept.
AUSTRALIAN PORTS	GUTHRIE	Brit. str.	2 m.	McArthur	NIPPON YUSEN KAISHA	On 15th inst. at Noon.
AUSTRALIAN PORTS	KANGA MARU	Jap. str.	2 m.	H. Barker	NIPPON YUSEN KAISHA	On 23rd inst. at 4 P.M.
AUSTRALIAN PORTS	FORMOSA	Brit. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On or about 25th inst.
YOKOHAMA VIA SHANGHAI & KOBE	CHINA	Brit. str.	2 m.	A. Leva	SANDELL, WHEELER & CO.	On or about 17th inst.
YOKOHAMA & KOBE	PERIN	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	To-day.
KOBE & MOI	ICHANG	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 16th inst.
KOBE & MOI	KANGHAI	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On 16th inst. at Daylight.
KOBE & YOKOHAMA	SANUKI MARU	Jap. str.	2 m.	F. L. Sommer	NIPPON YUSEN KAISHA	On 30th inst. at Daylight.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	2 m.	N. Tate	NIPPON YUSEN KAISHA	On 23rd inst. at Noon.
NAGASAKI, KOBE & YOKOHAMA	ROSEITA MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	On 16th inst.
TIENSIN	KWEIYANG	Brit. str.	2 m.	G. W. Cockman, R.N.R.	P. & O. S. N. Co.	On 13th inst. at 3 P.M.
SHANGHAI	MAZAGON	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 16th inst.
SHANGHAI	PARBAMATTA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 24th inst.
SHANGHAI	CHANGSHA	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 14th inst.
SHANGHAI & VLADIVOSTOK	TAIPEI	Ger. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On or about 12th inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YARU	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 21st inst.
ANPING VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	2 m.	K. Sasaki	MIYABI BUNSEN KAISHA	On 14th inst. at Daylight.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	2 m.	K. Sasaki	MIYABI BUNSEN KAISHA	On 14th inst. at Noon.
TAMU VIA SWATOW & AMOY	DARI MARU	Jap. str.	2 m.	K. Sasaki	MIYABI BUNSEN KAISHA	On 14th inst. at 4 P.M.
MANILA	YUEHANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 19th inst.
MANILA, LOILO & CEBU	SURKANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	On 14th inst. at Noon.
BOHAY VIA SINGAPORE & PENANG	BOHIDA	Ital. str.	2 m.	R. T. Cook, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
BOMBAY, VIA SINGAPORE & COLAHIBO	YAMAGUCHI MARU	Jap. str.	2 m.	S. Yoshizawa	NIPPON YUSEN KAISHA	On 16th inst. at Noon.

SHIPPING.

ARRIVALS.

Aug. 9, HINANG, British str., 1,536, Lako, Hongkong 7th August, Coals.—JARDINE, MATHESON & CO.

Aug. 9, KEONGWAI, German str., 1,115, A. V. Rieger, Bangkok 3rd Aug. Rice and Teak-wood.—MELCHERS & CO.

Aug. 9, MAZAGON, British str., 3,279, G. W. Cockman, Bombay 24th July, General.—P. & O. S. N. Co.

Aug. 10, TAIPEI, German str., 1,065, H. Martens, Cebu 1st Aug. General.—EAST ASIATIC TRADING CO.

Aug. 10, CHOYANG, British str., 1,184, G. H. Bowker, Shanghai 2nd Aug. and Swatow 9th Aug. General.—JARDINE, MATHESON & CO.

Aug. 10, YUENSANG, British str., 1,128, P. H. Reife, Manila 7th August, Balaos.—JARDINE, MATHESON & CO.

Aug. 10, ERIDAN, French str., 926, Ristorelli, Shanghai 7th August, Mails and General.—MESSAGERIES MARITIMES.

Aug. 10, I. F. CHAPMAN, Amr. ship, 2,013, Chapman, Kobe 10th July, General.—ARNOLD, KARBURG & CO.

Aug. 10, CITY OF CALCUTTA, British str., 2,500, W. Dawson, Singapore 5th Aug. General. CHINESE.

Aug. 10, DARI MARU, Jap. str., 846, Solajima, Tientsin 6th August and Swatow 9th, General.—M. B. KAISHA.

Aug. 10, MARIE JESSEN, German str., 1,700, Hommet, Saigon 6th August, Rice.—JESSEN & CO.

Aug. 11, AMARA, British steamer, 1,566, C. J. Matlock, Newchwang 28th July and Swatow 10th August, General.—JARDINE, MATHESON & CO.

Aug. 11, ANPING MARU, Jap. str., 1,083, S. Asumi, Fookow 8th August, General.—M. B. KAISHA.

Aug. 11, HANOT, French steamer, 768, Morles, Haiphong 8th August and Hoilow 9th, General.—A. R. MARTY.

Aug. 11, KUSICHANG, German str., 1,291, Leuss, Bangkok 4th August, Rice.—BUTTERFIELD & SWIRE.

Aug. 11, KWEIYANG, British str., 1,062, A. W. Outerbridge, Newchwang 30th July, Cebu 1st August, and Amoy 7th, General.—BUTTERFIELD & SWIRE.

Aug. 11, LYEMOON, German str., 1,238, Lehmann, Shanghai 7th August, General.—SIEMENS & CO.

Aug. 11, MALACCA, British str., 2,615, G. E. Andrews, Fookow 9th August, General.—P. & O. S. N. Co.

Aug. 11, PATROCLUS, British steamer, 3,547, Dickens, Moji 9th August, General.—BUTTERFIELD & SWIRE.

Aug. 11, SHIRLEY, British str., 1,000, Satchell, Moji 4th August, Coals.—M. B. KAISHA.

CLEARANCES.

At the Harbour Master's Office.

Malacca, British str. for Swatow.

Idonocous, British str. for Shanghai.

Sishan, British str. for Swatow.

Trym, Norwegian str. for Hoilow.

Apenrode, German str. for Haiphong.

Hans Menzell, German str. for Amoy.

Annam, Danish str. for Shanghai.

Ariston, Austrian str. for Moji.

DEPARTURES.

10th August.

GLORY, British battleship, for Weihaiwei.

HUMBER, British steamer, for Weihaiwei.

ERIDAN, French str. for Europe.

MICHAEL JESSEN, German str. for Hoilow.

Hudson, British str. for New York.

PUSHUN, British str. for Shanghai.

Hong Bee, British str. for Amoy.

PERIA, British str. for Manila.

TINGHANG, British str. for Hongkong.

ANPING, British str. for Canton.

11th August.

NINGPO, British str. for Shanghai.

HATKAT, British str. for Coast Ports.

ANAM, Danish str. for Shanghai.

HANS MENZEL, German str. for Amoy.

SISHAN, British str. for Swatow.

VESSELS IN DOCK.

10th August.

ABERDEEN DOCK.—Y. Soutan, Canton River, Victoria.

COLONIAL DOCK.—Colonies, Tientsin, D. J. de Austria.

SHIPPING REPORTS.

The British steamer Malacca, from Fookow 24th inst., had light N.E. wind with rain to port.

The British steamer Anara, from Newchwang 28th ult. and Swatow 10th inst., had moderate and strong gales from N.E. to S.S.W. from 2nd till 6th inst., and rough sea off the Saddle; moderate S.E. winds to port of Swatow. Light variable winds and slight sea to port.

The British steamer Kweiyang, from Newchwang 30th ult., Cebu 1st inst. and Amoy 9th, had fresh winds increasing to strong gale from S.S.E. to E.S.E., with heavy sea from Shanghai Promontory to Yangtze; from thence to Amoy fresh to moderate winds and rough sea. From Amoy to port light variable winds and fine weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

L. SCHREPP, American ship, C. S. Kendall—Carlowitz & Co.

SEA WITCH, American ship, Howes—Master

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"YARRA".

Captain Neuge, will be despatched for the above ports on or about MONDAY, the 12th inst.

For Freight or Passage, apply to

P. DE CHAMPMOIRIN, Acting Agent.

Hongkong, 6th August, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENEVA, also YENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORNIDA".

Captain J. Costa, will be despatched as above TO-MORROW, the 13th August, at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 7th August, 1901.

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU".

Captain S. Asumi, will be despatched for the above ports on WEDNESDAY, the 14th August, at DAYLIGHT.

For Freight or Passage apply to

THE MIYABI BUNSEN KAISHA, Agents.

Hongkong, 31st July 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG".

Captain Buller, will be despatched as above on WEDNESDAY, the 14th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 8th August, 1901.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"TARTAR" 4,425 Tons. Comdr. E. Beetham, R.N.R. WEDNESDAY, 14th Aug. 1901.

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 28th Aug. 1901.

"ATHENIAN" 3,882 Tons. Comdr. H. Mowat. WEDNESDAY, 4th Sept. 1901.

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 25th Sept. 1901.

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 23rd Oct. 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVEE (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS.

Close connection is made at Montreal, Quebec, Halifax and New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 8th August, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ACILIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th Aug. Freight.
ALEXANDRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 27th Aug. Freight.
Capt. Koerden	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 10th Sept. Freight and Passage.
SIBIRIA	HAVRE & HAMBURG (Calling at Singapore and Colombo)	On 21st Sept. Freight.
Capt. Ehlers	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 5th Oct. Freight.
ARABIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 14th Oct. Freight.
ARAGONIA	NEW YORK VIA SUEZ CANAL (end of August or beginning September)	Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 27th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KONIG ALBERT	WEDNESDAY	21st August.
PRINZESS IRENE	THURSDAY	5th September.
PRINZ HEINRICH	THURSDAY	19th September.
PRINZESS IRENE	WEDNESDAY	2nd October.
HAIBURG (Hamburg-Amerika Linie)	WEDNESDAY	16th October.
SACHSEN	WEDNESDAY	30th October.
KIAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY	13th November.
BAYERN	WEDNESDAY	27th November.
STUTTGART	WEDNESDAY	11th December.
KONIG ALBERT	WEDNESDAY	25th December.
PRINZESS IRENE	WEDNESDAY	8th Jan. 1902.
PRINZ HEINRICH	WEDNESDAY	22nd Jan. 1902.
HAIBURG (Hamburg-Amerika Linie)	WEDNESDAY	5th Feb. 1902.
SACHSEN	WEDNESDAY	19th Feb. 1902.

ON WEDNESDAY, the 21st day of August, 1901, at Noon, the Steamship "KONIG ALBERT" of the Norddeutscher Lloyd, Captain C. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 15th August, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 20th August, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 20th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewards.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 12th August, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSHALLS AND LONDON	MALACCA	Noon, 12th August	Freight or Passage.
SHANGHAI	E. G. Andrews	August	
SHANGHAI	MAGAZON	3 P.M., 13th August	Freight only.
SHANGHAI	G. W. Cockman, R.N.R.	August	
SHANGHAI	PARBAMATTA	About 16th August	Freight or Passage.
LONDON, &c.	R. T. Cook, R.N.R.	August	
KOBE	COROMANDEL	Noon, 17th August	See Special Advertisement.
YOKOHAMA VIA SHANGHAI AND KOBE	F. W. Vibert, R.N.R.	August	
Passing through the Inland Sea	P. J. Fox	About 17th August	Freight only.

For Further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 7th August, 1901.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	KOBE and YOKOHAMA	TUESDAY, 18th Aug. at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 18th Aug. at Daylight.
W. Townsend	BOMBAY, VIA SINGAPORE and Ceylon	FRIDAY, 18th Aug. at Noon.
YAMAGUCHI MARU	VICTORIA, B.C. and SEATTLE	MONDAY, 19th Aug. at 4 P.M.
KAMAKURA MARU	KOBE and YOKOHAMA	MONDAY, 19th Aug. at 4 P.M.
H. Petersen	MARSHALLS, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 23rd Aug. at Daylight.
J. S. Thompson	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 23rd Aug. at Noon.
ROSEITA MARU	SYDNEY and MELBOURNE, via HAMA	FRIDAY, 23rd Aug. at 4 P.M.
N. Tate	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	FRIDAY, 30th Aug. at Daylight.
HAKATA MARU	KOBE and YOKOHAMA	FRIDAY, 30th Aug. at Daylight.
F. L. Sommer	VICTORIA, B.C. and SEATTLE	MONDAY, 2nd Sept. at 4 P.M.
KAGA MARU	U.S.A. VIA SHANGHAI, MOI, KOBE and YOKOHAMA	MONDAY, 2nd Sept. at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Charter Road.

A. S. MIYARA, Manager.

Hongkong, 5th August, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

VESSELS ON THE BERTH OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ORESTES"	On 13th August.
GLASGOW and LIVERPOOL	"AJAX"	On 20th August.
GLASGOW and LIVERPOOL	"TYDEUS"	On 26th August.
GLASGOW and LIVERPOOL	"PYRREUS"	On 4th September.

FOR	STEAMERS	TO SAIL
LONDON	"PELUS"	On 20th August.
LONDON	"STENTOR"	On 3rd September.
LIVERPOOL Direct	"PATROCLUS"	On 13th August.

Hongkong, 17th July, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
Kobe & MOJI	"ICHANG"	On 12th August.
TIENTSIN	"KWEIYANG"	On 16th August.
Kobe & MOJI	"KASHING"	On 14th August.
MANILA, ILOILO & CEBU	"SUNGKIANG"	On 19th August.
SHANGHAI	"CHANGSHA"	On 24th August.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 20th July, 1901.

SHEWAN TOMES & CO'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship "ARARA," Captain Williamson, will be despatched for the above port on WEDNESDAY, the 14th inst., at Noon, and will be followed by the Steamship "ATAKA" on or about 15th September.

For Freight, apply to SHEWAN TOMES & CO., Agents.

Hongkong, 10th August, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship "GUTHRIE," Captain McArthur, will be despatched for the above ports on THURSDAY, the 15th August, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 29th July, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship "COROMANDEL," Captain F. W. Vibert, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 17th August, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer, proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed direct Bombay with transshipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 5th August, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).

THE Company's Steamship "MAIDZURU MARU," Captain K. Suda, will be despatched for the above ports on WEDNESDAY, the 21st inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 8th August, 1901.

FOR NEW YORK.

THE 3/4 A II American ship "L. SCHEPP," Captain Kendall, will be ready to load on the 15th August for the above port, and will be despatched about the middle of September.

For Freight, apply to CARLOWITZ & CO., Agents.

Hongkong, 16th July 1901.

VESSELS ON THE BERTH.

U. S. MAIL LINES

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	THURSDAY, 15th Aug., at Noon.
"PERU"	SATURDAY, 31st Aug., at Noon.
"COPTIC"	TUESDAY, 10th Sept., at Noon.
"CITY OF PEKING"	TUESDAY, 24th Sept., at Noon.
"GAELIC"	WEDNESDAY, 2nd Oct., at Noon.
"CHINA"	SATURDAY, 19th Oct., at Noon.

THE O. & O. S.S. Co's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 15th August, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco, and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port of call for return voyage at any time within twelve months, will be allowed a reduction of ten per cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold or over) destined to points beyond San Francisco in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

Merchants' Invoices will be sufficient for Cargo or Parcel (each shipment) when the value is less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEO. ECKLEY, ACTING AGENT.

Hongkong, 7th August, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "STRATHGYLE" On or about 15th Sept.

THE Steamship "STRATHGYLE" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE and YOKOHAMA on or about 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 10th July, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

Having established a regular service of steamers from Seattle (Puget Sound) to Japan, China and the Philippines, in connection with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO'S OFFICES, NEW YORK; To the Agents of the Company at Japan, China, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & CO., Agents. Hongkong, 25th July, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Company's Steamship "PRINCESS IRENE," OF THE NORDDEUTSCHER LLOYD.

The above-named steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON TO-DAY, 5th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th August, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 13th August, and on THURSDAY, the 15th August, at 9.30 A.M.

All claims must reach us before the 17th August, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO., Agents.

Hongkong, 5th August, 1901.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINI UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship "BORMIDA"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Deliverable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 6th August, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer "IDOMENEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will lie at Consignees' risk.

The Cargo will be ready for delivery from Craft or Godown on and after the 12th instant.

Optional Cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 10th instant must be left in the Godowns, where they will be examined at 11 A.M. on the 23rd instant.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th August, 1901.

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship "SIBIRIA"

Captain Porzelius, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 3 p.m.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 5th August, 1901.

YOBARI AND SORACHI COALS.

HOKKAIDO TANKO TETSUDO KAISHA, Ltd.

HOKKAIDO COLLIERY AND RAILWAY CO., Ltd.

CAPITAL YEN 12,000,000. ANNUAL OUTPUT 500,000 TONS.

PORTS OF EXPORT—OTARU AND MURORAN.

THE celebrated Yubari and Sorachi Coals are widely known as the best and most economical Japanese Coals. The Coals can be obtained at Tokyo, Yokohama, Otaru, Muroran, Shanghai, Hongkong, and other principal ports.

OFFICE: MINAMI IDAMACHI, TOKYO, JAPAN.

Telegrams: "TANKO" TOKYO. HUGHES & HOUGH, Agents for Hongkong.

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CARTRIDGES.

NOBEL'S SPORTING BALLISTITE. Absolutely Smokeless and Water-resisting. THE BEST NITRO-POWDER IN THE WORLD. PRICE OF 12-BORE CARTRIDGES—Loaded with Powder only, and 1 oz. of Shot.

Primrose Cases ... \$5.85 ... 7.40
Pegamoid Cases ... 6.25 ... 8.00
Ejector Brass Cases 6.90 ... 8.65
5 per cent. discount on orders of 1,000 and over.
Apply to Wm. SCHMIDT & CO., Gunmakers, Hongkong.

Hongkong, 27th July, 1897.

NOTICE OF FIRM

NOTICE.

THE Business of Messrs. TURNER & CO. in Hongkong has been transferred to the Undersigned, who will continue to carry it on under the same Name, Style and Title of TURNER & CO.

R. CHATTERTON WILCOX.

REFERING to the above, Mr. HAROLD CHATTERTON WILCOX has been admitted a PARTNER in our Firm from this date.

TURNER & CO. Hongkong, 25th July, 1901.

INSURANCES

SUN INSURANCE OFFICE, LONDON. FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th May, 1892.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1861. CAPITAL ... \$240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents. Hongkong, 18th May, 1900.

NORTHERN ASSURANCE COMPANY. THE Undersigned AGENTS of the above Company are PREPARED to ACCEPT FIRST-CLASS FOREIGN AND CHINESE RISKS against FIRE at Current Rates.

TURNER & CO. Hongkong, 9th August, 1901.

SALAMANDER FIRE INSURANCE COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO. Hongkong, 2nd April, 1900.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG. The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents. Hongkong, 16th November, 1872.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL ... £3,000,000 0 0
SUBSCRIBED CAPITAL ... £2,750,000 0 0
PAID-UP CAPITAL ... £87,500 0 0
II. FIRE FUNDS ... £2,337,116 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSWAN, TOMES & CO., Agents. Hongkong, 3rd July, 1901.

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LAFRAIK & CO., Agents for the Phoenix Fire Office. Hongkong, 17th August, 1887.

"L'URBAINE" FIRE INSURANCE COMPANY, Ltd.

(Established 1883.) THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

P. LEMAIRE & CO. Hongkong, 7th February, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO. Hongkong, 29th May, 1895.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents. Hongkong, 21st April, 1897.

R. J. REMEDIOS FOREIGN AND DOMESTIC STAMP DEALER

No. 37, Caine Road, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1396]

NOTICE.

H. YERRA'S STUDIO has been re-opened at BEACONSFIELD ARCADE, where the business will be conducted as usual from this date.

Hongkong, 9th August, 1901.

THE HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING! GENTLEMEN'S (Ordinary), at a fixed price of 88 per month per head, or as per tariff. LADIES' and FAMILY, as per tariff. All Articles Disinfectected. Shirts, Collars and Cuffs Gleaned by Machinery. Californian Washermen employed. No ceiling sleep on premises.

DEPOT: 1, ICE HOUSE STREET. F. G. ALLEN, Manager. Hongkong, 7th August, 1901.

[2962]

